



AGENDA FOR THE

ORDINARY MEETING OF
SELWYN DISTRICT COUNCIL

TO BE HELD IN THE
COUNCIL CHAMBERS

SELWYN DISTRICT COUNCIL
ROLLESTON

WEDNESDAY 27 APRIL 2022

COMMENCING AT 1 PM

Council 27 April 2022

Attendees: Mayor (S T Broughton), Councillors, M A Alexander, J B Bland, S N O H Epiha, J A Gallagher, D Hasson, M P Lemon, M B Lyall, S G McInnes, G S F Miller, R H Mugford & N C Reid

27 April 2022 01:00 PM - 05:00 PM

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Public portions of this meeting are audio-recorded and livestreamed via the Council's website and YouTube channel.

Whakataka te hau ki
te uru

Cease the winds from
the west

Whakataka te hau ki
te tonga

Cease the winds from
the south

Kia mākinakina ki uta

Let the breeze blow
over the land

Kia mātaratara ki tai

Let the breeze blow
over the sea

E hī ake ana te
atakura

Let the red-tipped
dawn come with a
sharpened air

He tio, he huka, he
hau hū

A touch of frost, a
promise of a glorious
day

Tīhei mauri ora!

COUNCIL AFFIRMATION

Let us affirm today that we as Councillors will work together to serve the citizens of Selwyn District.

To always use our gifts of understanding, courage, common sense, wisdom and integrity in all our discussions, dealings and decisions so that we may solve problems effectively.

May we always recognise each other's values and opinions, be fair minded and ready to listen to each other's point of view.

In our dealings with each other let us always be open to the truth of others and ready to seek agreement, slow to take offence and always prepared to forgive.

May we always work to enhance the wellbeing of the Selwyn District and its communities.

**MINUTES OF AN ORDINARY MEETING OF THE
SELWYN DISTRICT COUNCIL
HELD VIA ZOOM
ON WEDNESDAY 13 APRIL 2022 COMMENCING AT 1PM**

PRESENT

Mayor S T Broughton, Councillors, M A Alexander, J B Bland, S N O H Epiha, J A Gallagher, D Hasson, M P Lemon, M B Lyall, S McInnes, G S F Miller, R H Mugford and N C Reid

IN ATTENDANCE

Messrs. D Ward (Chief Executive), T Harris (Group Manager Environmental and Regulatory Services), D Marshall (Group Manager Property), K Mason (Group Manager Organisational Performance), M Washington (Group Manager Infrastructure), S Hill (Group Manager Communication and Customer Services), G Morgan (Service Delivery Manager Infrastructure), M England (Asset Manager Water Services), R Raymond (Communications Advisor), B Charlton (Regulatory Manager), B Rhodes (Planning Manager), and S Tully (Mayoral Advisor); Mesdames D Kidd (Group Manager Community Services and Facilities), N Sutton (Policy Advisor), P Parata-Goodall (Pou Ahurea), J Lewes (Strategy and Policy Planner), E McLaren (Water Services Delivery Manager), B Ryan (Personal Assistant to the Mayor) and N Smith (Executive Assistant to the Chief Executive), and Ms T Davel (Committee Advisor)

The meeting was livestreamed.

The Mayor opened the meeting with the karakia and Councillor Affirmation and welcomed everyone to the meeting. He also welcomed everyone online listening to the meeting.

APOLOGIES

None

IDENTIFICATION OF ANY EXTRAORDINARY BUSINESS

None.

CONFLICTS OF INTEREST

Councillor Hasson in respect of the item on District Licensing and all private plan change items.

PUBLIC FORUM

None.

CONFIRMATION OF MINUTES

1. Minutes of an ordinary meeting of the Selwyn District Council held via zoom on Wednesday 23 March 2022

Councillor Epiha raised question in respect to recording of parts of the content of his comments in respect to 3 Waters. The Chief Executive advised that minutes are recorded in a manner that captured the key points of each presenter's comments but are not intended to be a full transcript of those comments.

Following discussion it was agreed that Councillor Epiha would review and forward to Council Secretariat revised comments up to 25 words.

Moved– Councillor Mugford / **Seconded** – Councillor Lyall

'That the Council confirms the minutes of the extraordinary meeting of the Selwyn District Council held on Wednesday 23 March 2022, as circulated.'

CARRIED

MATTERS REQUIRING ATTENTION

See table at the end of the minutes.

REPORTS

1. Mayor *Mayor's Report*

Taken as read.

Moved – Mayor Broughton / **Seconded** – Councillor Lyall

'That Council receives the Mayor's Report for March 2022 for information.'

CARRIED

2. Chief Licensing Inspector

Joint District Licensing Committee and Chief Licensing Inspector Monthly report for period 1 February 2022 to 28 February 2022

Council's Regulatory Manager, Billy Charlton, told Council the Springfield Hotel off licence hearing was scheduled for early May. He said the Lone Goat had to close down due to COVID related difficulties and the Dunsandel Tavern was up for sale.

The Sheffield Hotel has been sold and the new owner is a builder who will try and restore it to its original form.

Mr Charlton said he finishes with Council on 3 May after 19 years and was joining the Waimakariri District Council as Manager Environmental Services. He said it was a difficult decision but there's a time and place for everything. Mr Charlton thanked Councillors all personally and professionally for their guidance and support and added it was great working with them all.

The Mayor thanked Mr Charlton and acknowledged the breadth of work he has done at Council, none harder than in the regulatory space. He said it was much appreciated and wished him all the best for the future.

Moved – Councillor Bland / **Seconded** – Councillor Reid

'That the Council receives the report on the activities of the District Licensing Committee and the Chief Licensing Inspector for February 2022.'

CARRIED

3. Group Manager Communication and Customers; Group Manager Organisational Performance

Annual Plan 2022/23 Consultation Document

Staff noted the two recommendations had to be taken in order.

They added the cost of delivering projects and services was increasing, in a capital sense it means additional debt has to be taken on and in an operational sense it would mean lifting rates a little higher than anticipated.

In general the consultation would be on a limited number of matters of significance. These were all signalled through the Long Term Plan.

The reasoning behind staff increases was related to kick starting the digital strategy and with remote working things need to be done differently. Investment in technology is required.

The growth in the District also means higher volumes of work for example the number of building consents was not slowing down. There is not a slow-down in the housing market and although there are existing properties, there remains a need to build new properties.

Staff also said there will be drop-in sessions, details of which will soon be available online. Any changes to the consultation document need to be with staff by close of business today.

The Mayor thanked staff for bringing this document together. It highlights key decisions from the last year which are just about to be implemented now. He said his only addition would be around the use of te reo in Council's documents and he would like to see a greater use of bilingual language.

Several Councillors pointed to amendments, mostly typing or date errors.

Moved – Councillor Epiha / **Seconded** – Councillor Mugford

'That the Council:

a) Adopts the Draft Annual Plan 2022/2023 as the supporting information for the Annual Plan consultation document;

b) Adopts the Annual Plan 2022/23 Consultation Document for public consultation.'

CARRIED

4. Group Manager Community Services and Facilities

Community Services and Facilities Group Update

Group Manager Community Services and Facilities, Mrs Kidd, presented the report and said in relation to Te Ara Atea, that 1645 new members joined the library in the first three months of operation. She said a full report on the Darfield pool refurbishment project will be presented to Council in June / July. The outcomes expected include extending the life of the pool but also the ability to deliver. Aesthetic and functional improvements will also be undertaken. Mrs Kidd also touched on the modest refurbishment plan for the Darfield library as a fitting gateway to Selwyn. She noted she will send out the link to the latest term brochure following this meeting.

Mrs Kidd then asked Council's Pou Ahurea Puamiria Parata-Goodall to introduce the artist of Te Hekenga standing outside Te Ara Atea. Puamiria noted the tuna tradition is one which has been passed down through generations. She said eels were, and still are, an important mahika kai (food source) for Maori.

Te Hekenga is a bronze sculpture created by Ngai Tahu, Ngapuhi, Ngati Kahu artist Piri Cowie. Originally sculpted in clay, the bronze depicts a pou tuna, parent and punua tuna, young eel. Te Hekenga recognises the significance of water and abundance of natural resources traditionally found in the region. It also refers in particular to the annual eel migration from the southern shores to the sub-tropic waters near Tonga, to spawn.

Puamiria introduced the artist, noting she had been invited to participate in an artist residency at the Tecoma Museum of Glass in Washington State in 2019 and as a result now has an artwork in their collection. Piri, who is a graduate of the University of Canterbury's School of Fine Arts, completed several public art commissions for Te Runanga o Ngai Tahu honouring eels.

Piri Cowie said it was an honour to present today alongside staff. She said the sculpture celebrates the mauri, or life essence, of tuna. Tuna have lived in these waters for over 23 million years. Piri acknowledged the Mayor's vision for the artwork and thanked staff for their amazing strength and assistance to tell the story.

Piri also thanked Armitage Williams and Matt Williams, the foundry man for his skills in casting bronze. Piri said it was her pleasure to offer this treasure. She told Council the process of casting the art, with photos taken of the process start to finish. It started by Piri working in clay after which a wax sculpture was made, before casting it in bronze.

The steel structure that holds it all together is very sturdy, and she worked with a skilled engineering team to get it done. Piri said that Nicki Moen (Council's Manager Arts, Culture and Lifelong Learning) and her staff were now the kaitiaki of the sculpture.

Puamiria said the story of the sculpture will be available soon and will be shared on the Council website.

The Mayor thanked Puamiria and Piri for the presentation and said it was good to see Te Hekenga up at Te Ara Atea.

Moved – Councillor McInnes / **Seconded** – Councillor Alexander

'That the Council receives the Report "Community Services and Facilities Group Update" for information.'

CARRIED

5. Group Manager Community Services and Facilities
Update on the Selwyn Heritage Strategic Plan

Mrs Kidd introduced a new staff member, Nicola Sutton, Community Policy Advisor who will provide both social and community advice.

Nicola gave Council a brief summary of previous roles and said she was excited to work on the Heritage Plan.

She said in reviewing the information she realised to engage effectively Council would need a longer timeframe to sequence some of the engagement activities. For example engaging the youth as the makers of future history and users and promoters of information.

Nicola said there was no impact on the budget, just a time extension request.

Mrs Kidd said there will be a future report to Council outlining the financial options.

Moved – Councillor Lyall / **Seconded** – Councillor Mugford

'That Council receive the report "Update on the Selwyn Heritage Strategic Plan (the Plan)" and approve:

- a) *Extension of the timeframe for presentation of the draft Plan to Council to 14 December 2022.*
- b) *Extension of the timeframe for presentation of the Report for the draft Plan to March 2023.'*

CARRIED

6. Group Manager Environmental and Regulatory Services
Environmental and Regulatory Services Group Update

Group Manager Environmental and Regulatory Services, Mr Tim Harris, said he wanted to publicly acknowledge the work of both Messrs Charlton and Rhodes who between them represents 33 years at Council.

Mr Harris took his report as read, but added that March was another record month for building consents received and there was no signal of slowing down. He said the Biodiversity Strategy was being developed. Most pleasing was that the compliance timeframe for building consents was starting to trend in the right direction again.

Moved – Councillor Reid / **Seconded** – Councillor Lyall

‘That the Council receives the report on activities within the Environmental and Regulatory Services Group for information.

CARRIED

7. Asset Manager Water Services and Water Service Delivery Manager

5 Waters Update

Staff presented slides on the national performance review to show where Council sits. Selwyn was still particularly cheap in relation to water costs. Wastewater was right on average with staff noting wastewater in Selwyn was treated at a high level. Volumetric charges were also relatively cheap per property.

Council used a targeted charge for stormwater and it remained one of the lowest under all the Councils using targeted rates.

Selwyn also continued to own young pipes and this was mainly due to its rapid growth and renewal programme. Overall the districts assets are of high quality.

The average daily residential water use was just above the median and it's come down from the past couple of years.

Staff also said that in relation to Springfield water they were aware that the supply caused problems. Staff and consultants have been working hard to solve the problems. One option which has a long-term solution is to construct a pipeline to the Sheffield scheme, and the supplementary report and additional recommendation asking for emergency funding for this project was on today's agenda.

The Mayor noted the need for a working party in relation to the One Water strategy. He said he met with both Chairs of the local runanga on how to progress and they agreed to something less formal than a subcommittee with Terms of Reference, possibly using a working party type model.

From Council's side 4 people could form part out of a total of 12. It was proposed that the Mayor, Councillors Reid and McInnes and Murray England as Council's Asset Manager Water Services, be appointed the four representatives. It was also agreed that the Ellesmere Sustainable Agriculture group will be contacted as stakeholder from a rural perspective.

Moved (as amended)– Councillor Alexander / **Seconded** – Councillor Epiha

'That the Council:

- a) *receives the report "Water Services Monthly Update" for information;*
- b) *approves that the Mayor, Councillors Reid and McInnes and Asset Manager Water Services form part of the One Water Strategy working party; and*
- c) *approves staff to negotiate the award of the Sheffield to Springfield Water Supply Connection up to the sum of \$1,200,000 (One Million, Two Hundred Thousand Dollars) including contingency and fees, directly with CORDE Ltd. (CORDE) as a variation to Contract 1241.'*

CARRIED

8. Strategy and Policy Planner

Private Plan Change 75 – Rezoning of Land in Rolleston

Staff said this was a rezoning request within Rolleston providing for more than 300 households.

Moved – Councillor Lemon / **Seconded** – Councillor McInnes

'That the Council:

- a. *accepts the recommendation of the independent Commissioner in regards to Private Plan Change 75 from Yoursection Limited to rezone land in Rolleston;*
- b. *pursuant to Clause 29(4) of the First Schedule of the Resource Management Act 1991, approves Private Plan Change 75 for the reasons given in the Commissioner's recommendation dated 14 March 2022;*
- c. *approves the public notification of Council's decision that establishes that the Operative Selwyn District Plan is deemed to have been amended in accordance with the decision in (b) above from the date of the public notice in accordance with Clause 11 of the Resource Management Act;*
- d. *approves the inclusion of Plan Change 75 in the Council's Variation of the Proposed District Plan, consistent with the resolution of Council on 23 February 2022;*
- e. *notes that Plan Change 75 will be varied in accordance with the decision in (d) above and will not become fully operative until the completion of that variation; and*
- f. *delegates the Team Leader Strategy and Policy to take any steps necessary to give effect to recommendations (b), (c) and (d) above.*

CARRIED

9. Strategy and Policy Planner

Private Plan Change 78 – Rezoning of Land in Rolleston

Staff said this was for land south to that of Plan Change 75 and was another large area of 63ha, being proposed for zoning from rural to living.

Moved – Councillor Bland / **Seconded** – Councillor McInnes

'That the Council:

- a. *accepts the recommendation of the independent Commissioner in regards to Private Plan Change 78 from Urban Estates Limited to rezone land in Rolleston;*

- b. pursuant to Clause 29(4) of the First Schedule of the Resource Management Act 1991, approves Private Plan Change 78 for the reasons given in the Commissioner's recommendation dated 22 March 2022;
- c. approves the public notification of Council's decision that establishes that the Operative Selwyn District Plan is deemed to have been amended in accordance with the decision in (b) above from the date of the public notice in accordance with Clause 11 of the Resource Management Act;
- d. approves the inclusion of Plan Change 78 in the Council's Variation of the Proposed District Plan, consistent with the resolution of Council on 23 February 2022;
- e. notes that Plan Change 78 will be varied in accordance with the decision in (d) above and will not become fully operative until the completion of that variation; and
- f. delegates the Team Leader Strategy and Policy to take any steps necessary to give effect to recommendations (b), (c) and (d) above.

CARRIED**GENERAL BUSINESS****Register of Documents Signed and Sealed****Moved** – Councillor Lyall / **Seconded** – Councillor Gallagher

'That the following transactions and the fixing of the Common Seal under authorised signatures have been approved.'

1	Name of other party	Harkerss Buses
	Transaction type	Deed of Licence
	Transaction description	Former Carrodus site, Leeston and Lake Road, Leeston

2	Name of other party	Pacific Radiology Group Limited
	Transaction type	Deed of Lease
	Transaction description	Part of Health Hub building at Norman Kirk Drive, Rolleston

3	Name of other party	Saba Amalinde Polderman-Charles
	Transaction type	Deed of Licence
	Transaction description	Kimberley Hall (for provision of dance lessons to local students)

4	Name of other party	Robert John Potts and Trevor Kinred Quirk
	Transaction type	Deed of Licence
	Transaction description	Occupation of Road Reserve adjoining 336 Whitecliffs Road, Whitecliffs

5	Name of other party	Courtenay Agricultural and Pastoral Assn
	Transaction type	Agreement
	Transaction description	To connect to council's small block take off point infrastructure in road reserve in Kirwee

6	Name of other party	Central Plains Water Limited
	Transaction type	Pipeline Easements over SDC Reserves
	Transaction description	RT 702008 – Part Reserve 1764 and Part Reserve 3935 situated at the corner of Leaches Road and Rakaia Terrace Road; and RT 702027 – Reserve 2300 on Ardlui Road

CARRIED**RESOLUTION TO EXCLUDE THE PUBLIC****Moved** – Councillor Reid / **Seconded** – Councillor Lemon

‘That the public be excluded from the following proceedings of this meeting. The general subject matter to be considered while the public is excluded, the reason of passing this resolution in relation to the matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered		Reasons for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for the passing of this resolution	Date information can be released
1.	Public Excluded Minutes	<i>Good reason to withhold exists under Section 7</i>	<i>Section 48(1)(a)</i>	
2.	Mayor's Public Excluded Report (verbal)			
3.	Rolleston Town Centre Development Agreement			

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act or Section 6 or Section 7 or Section 9 of the Official Information Act 1982, as the case may require, which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as follows:

1 - 3	Enable the local authority holding the information to carry out, without prejudice or disadvantage, commercial activities; or	Section 7(2)(h)
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1 - 3	Enable the local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations); or	Section 7(2)(i)
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2 *that appropriate officers remain to provide advice to the Committee.'*

CARRIED

The public meeting moved into Public Excluded at 2.56pm.

The meeting resumed in open meeting at 4.02pm and ended at 4.02pm.

DATED this day of 2022

MAYOR

PUBLIC MATTERS UNDER INVESTIGATION

Item	Meeting referred from	Action required	Report Date
Community Centres, Halls and Libraries Network Plan (Council, 13 October 2021)		Report on landbanking - buying land now for future community facilities	11 May 2022
Accessibility Report (Council, 13 October 2021): how staff can encourage applicants to ensure buildings were as accessible as possible		Staff report to consider modifications after advice from Chief Executive	25 May 2022
Potential Stock Water Race Closure		Review and consider the additional correspondence received in respect of the Proposed Closure of the McLeans Island Road section	25 May 2022

UNCONFIRMED

REPORT

TO: Council
FOR: Council Meeting on 27 April 2022
FROM: Chief Executive
DATE: 14 April 2022
SUBJECT: CHIEF EXECUTIVE'S REPORT

RECOMMENDATIONS

'That Council:

- (a) receives the Chief Executive's report for information; and*
- (b) agrees to vary clause 4 (ii) of the Urban Growth Partnership Memorandum of Agreement to include Kāinga Ora as a member of the Chief Executive Advisory Group.'*

1. VARIATION TO THE URBAN GROWTH PARTNERSHIP (UPG) MEMORADUM OF AGREEMENT (MoA)

In March 2022 Chief Executive Advisory group meeting it was proposed that the Urban Growth Partnership (UGP) Memorandum of Agreement (MoA) be amended to include Kāinga Ora's membership on the Urban Growth Partnership Chief Executives Advisory Group.

This is to be taken to cabinet in April and it is considered appropriate for the partner council's including Selwyn District Council to approve this variation to the Memorandum of Agreement.

The following has been requested:

Central Government has requested that Kāinga Ora become a member of the Urban Growth Partnership's Chief Executives Advisory Group as Kāinga Ora brings valuable knowledge and tools relevant to the Partnership's work, in particular in the context of our current work to develop the Greater Christchurch Spatial Plan. This is also consistent with other established Urban Growth Partnerships. Council are recommended to agree to vary clause 4 (ii) of the Urban Growth Partnership Memorandum of Agreement to include Kāinga Ora as a member of the Chief Executive Advisory Group.

At today's meeting, Councillors are asked to agree to this variation to the UPG MoA through the adoption of recommendation (b).

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good human**

**Be brave –
think differently**

2. LOCAL GOVERNMENT (PECUNINARY INTEREST REGISTER) AMENDMENT BILL

The Local Government (Pecuniary Interests Register) Amendment Bill recently passed its second reading in the House.

It now seems likely that the Bill will be enacted prior to the 2022 local body elections, with the new requirements in force for incoming elected members.

The Bill requires councils to keep a register of elected members' pecuniary interests.

Assuming it is enacted, every council will be required to keep and maintain a register of its elected members' pecuniary (i.e. financial) interests.

The purpose of the register "is to record members' interests so as to provide transparency and to strengthen public trust and confidence in local government processes and decision-making". Each council will have to make a summary of its register publicly available.

The pecuniary interests that will need to be registered include:

- being a company director or owning more than 10% of the shares in a company;
- financial interests in other companies or businesses (other than a managed investment scheme), or a beneficial interest in a trust;
- employment;
- membership of any organisation that receives or applies for funding from the council;
- the location of any real property owned by a member;
- any gifts received from a person who is not a family member that have a value (separately or combined) of more than \$500;
- any overseas travel funded by someone other than the member or their family; and
- payments received for any other activities in which the member is involved.

The Bill does not require disclosure of the following types of interests:

- a member's spouse's or dependents' pecuniary interests;
- details of a member's debtors and creditors;
- any contracts with the council in which the member is interested; or
- any non-financial interests that the member may have.

The implication of these differences is that the new register will be of limited help in managing conflicts under LAMIA. Councils may, therefore need to consider if / how they should supplement the statutory regime in this regard, to capture additional disclosures.

3. DRAFT ANNUAL PLAN COMMUNITY ENGAGEMENT SESSIONS

The Council will be holding a number of drop in sessions for community engagement on its 2022/2023 Draft Annual Plan. Confirmed drop in sessions at Council facilities are set out below. For further updates and other engagement drop in sessions, residents can visit the Council website.

Facility	Date	Time
Springs Ward public drop in session – Lincoln Library	Tuesday 26 April	4pm-6pm
Malvern Ward public drop in session - Darfield Library	Thursday 28 April	3pm-5pm
Selwyn Central public drop in session - Te Ara Ātea	Monday 2 May	4pm–6pm
Ellesmere Ward public drop in session - Leeston Library	Wednesday 4 May	3pm–5pm

4. NEW REPRESENTATION STRUCTURE CONFIRMED FOR COUNCIL ELECTIONS

The Selwyn District Council will be made up of 10 councillors elected from four wards at this year's local elections after the Local Government Commission recently upheld the Council's final proposal for representation arrangements to apply for the 2022 elections, to be held in October.

The key changes include:

- The Selwyn Central ward is replaced by a smaller Rolleston ward, with three councillors rather than the current four. All the other wards retain their current number of councillors
- West Melton moves from the former Selwyn Central Ward to the Malvern Ward
- The area between Burnham and Rolleston moves from the former Selwyn Central Ward to the Ellesmere Ward
- The Malvern Community Board is retained with five members, elected from the existing subdivisions of Hawkins (2) and Tawera (1), and a new subdivision covering West Melton (2).
- The Council carried out its Representation Review through 2020-2021 including three rounds of public consultation. The final proposal was notified in November 2021 and received one appeal.

The decision was confirmed after a hearing by the Local Government Commission on 1 March 2022, which heard from both the Council and the appellant.

As previously mentioned, the Commission upheld the Council's proposal in full, with no changes. It noted that the Council has proposed to undertake a further Representation

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Review in three years' time due to the continuing strong growth across the district and encouraged the Council to do this.

Council is confident that a fair and balanced outcome has been reached, but notes the Commission's encouragement to proceed with plans for a further review before the 2025 elections. With the district continuing to change and grow that will give Council another chance to explore some of those challenges and make sure people do feel represented by their Council.

Two drop-in evenings will be held for those interested in standing for Council: the first in the Darfield Library on 29 June 2022; and the second at the Council Building in Rolleston on 30 June 2022.

5. NEW WATER PIPELINE AGREED FOR SPRINGFIELD

The Council has confirmed a new water supply pipeline to provide additional drinking water to Springfield and help address the township's ongoing water issues.

The Council has agreed to the project to build the new pipeline from Sheffield to Springfield, which will support other measures being taken to improve the water supply in the township.

The pipeline will allow water to be pumped from Sheffield to supplement the existing Springfield supply, or if necessary, to fully supply the township for short periods on an emergency basis. The additional capacity will also improve water quality in the Springfield supply.

The project has a \$1.2 million budget including contingency and it is hoped that it will be completed by mid-July weather depending.

Since the major flooding event in late May 2021, the Springfield water supply has seen a series of ongoing issues due to a reduction in the water quality from the river, leading to an increase in precautionary boil water notices.

Alongside the new pipeline the Council has also been working on a number of projects to address these issues, including constructing additional reservoir storage, which is currently under way, and designing a new membrane treatment system.

Work has also commenced to divert part of the river back to its original course before recent flood events.

The new pipeline would work together with the additional storage capacity and membrane treatment, to ensure safe water will be available during periods when supply from the river is uncertain. The cost will be funded from a mixture of borrowing and reserves with minimal impact on rates.

The pipeline is a welcome addition to a wide-ranging package of work by the Council in Springfield and is the next in a series of steps Council is taking to address the issues in Springfield. Staff have been faced with a complex situation that unfortunately has no quick solutions and are working extremely hard to ensure there is a full range of options to address these issues in the longer term which Council is backing this with significant investment.

6. SELWYN SPORTS CENTRE WINS OUTSTANDING AWARD

The Selwyn Sports Centre has been recognised as an outstanding project in the Recreation Aotearoa 2020/2021 Recreation Awards, winning a merit award in the Outstanding Project Category at a recent online ceremony.

The award recognises the innovative build, excellence of achievement, strong community use and support of the building, efficiency and sustainability.

The Judges noted the success of the innovative procurement process run by the late John Reid, which delivered the facility at a low comparative cost on time and on budget, even with a period of being in level 4 lockdown during construction and the ongoing impacts of the pandemic on price of supplies.

The award also recognised sustainability features such as the solar panels, Kingspan insulating cladding and use of natural light to reduce electricity use, along with the rainwater collection tank that provides water to supplement the needs of the park.

The Sports Centre has been embraced by the community averaging well over 37,000 users per month in the first five months, even with Covid-19 lockdowns and protocols in place. Local sporting clubs have been established and have made Selwyn Sports Centre their home site, while other clubs have seen increases in memberships thanks to this facility – with all the codes that use the centre reporting growth.

The award is an honour for the centre and further recognition of that hard-work, led by the vision of John Reid, and the success that it has delivered.

7. SUCCESSFUL MONTH HELPING SELWYN LEARN EARN AND GROW

A first month-long series of events supporting Selwyn businesses has seen success, despite COVID restrictions. The month-long Learn Earn Grow Selwyn series saw 26 events held covering a wide variety of skills, training and support for businesses, employees and people looking for employment. Over 100 people took part in the events, despite COVID forcing 10 events to be cancelled.

A range of online seminars, workshops, information sessions and employment opportunities were on offer, covering session from starting a business to supporting new migrants and those employing new migrants, business growth and marketing.

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The Council teamed up with employment and business agencies and groups ranging from IRD to Citizens Advice Bureau, the Canterbury Employers Chamber of Commerce, Xero Accounting and local businesses. Learn Earn Grow Selwyn was the latest in a series of events the Council has been running, working with businesses, employees and those looking for work.

This was the culmination of a long-process talking with the community about how we as Council can best support Selwyn business and staff are delighted with how things went. It was a challenging time to be running events and staff and partners put a huge amount of work in to making it happen. Staff will be analysing what went well and what can be improved upon for future events.



David Ward
CHIEF EXECUTIVE

REPORT

TO: Chief Executive Officer

FOR: Council Meeting – 27 April 2022

FROM: Rachael Carruthers, Strategy and Policy Planner

DATE: 13 April 2022

SUBJECT: **PRIVATE PLAN CHANGE 72 – REZONING OF LAND IN PREBBLETON**

RECOMMENDATION

That the Council:

- a. accepts the recommendation of the independent Commissioner in regards to Private Plan Change 72 from the Trices Road Rezoning Group to rezone land in Prebbleton;*
- b. pursuant to Clause 29(4) of the First Schedule of the Resource Management Act 1991, approves Private Plan Change 72 for the reasons given in the Commissioner's recommendation dated 30 March 2022;*
- c. approves the public notification of Council's decision that establishes that the Operative Selwyn District Plan is deemed to have been amended in accordance with the decision in (b) above from the date of the public notice in accordance with Clause 11 of the Resource Management Act;*
- d. approves the inclusion of Plan Change 72 in the Council's Variation of the Proposed District Plan, consistent with the resolution of Council on 23 February 2022;*
- e. notes that Plan Change 72 will be varied in accordance with the decision in (d) above and will not become fully operative until the completion of that variation; and*
- f. delegates the Team Leader Strategy and Policy to take any steps necessary to give effect to recommendations (b), (c) and (d) above.*

1. PURPOSE

This report seeks a decision from Council that Private Plan Change 72 (PC72) be approved in accordance with the Commissioner's recommendation dated 30 March 2022 (**Attachment 1**) and that it be confirmed for inclusion in the Operative Selwyn District Plan. It further seeks a decision from Council that the plan change area be included within the scope of the Council's Variation to the Proposed District Plan (PDP) in response to the Resource Management Act (Enabling Housing Supply and Other Matters) Amendment Act 2021 (the Amendment Act).

2. SIGNIFICANCE ASSESSMENT/COMPLIANCE STATEMENT

This report does not trigger the Council's Significance Policy. Considering to accept the Commissioner's recommendation as Council's decision is a procedural requirement of the Resource Management Act 1991 (the Act).

3. HISTORY/BACKGROUND

PC72 is a private plan change initiated by the Trices Road Rezoning Group to rezone approximately 28 hectares of Rural (Inner Plains) zoned land to Living Z zone, to enable residential development on the southern edge of Prebbleton between Trices Road and the new Prebbleton Reserve, as shown in Figure 1.

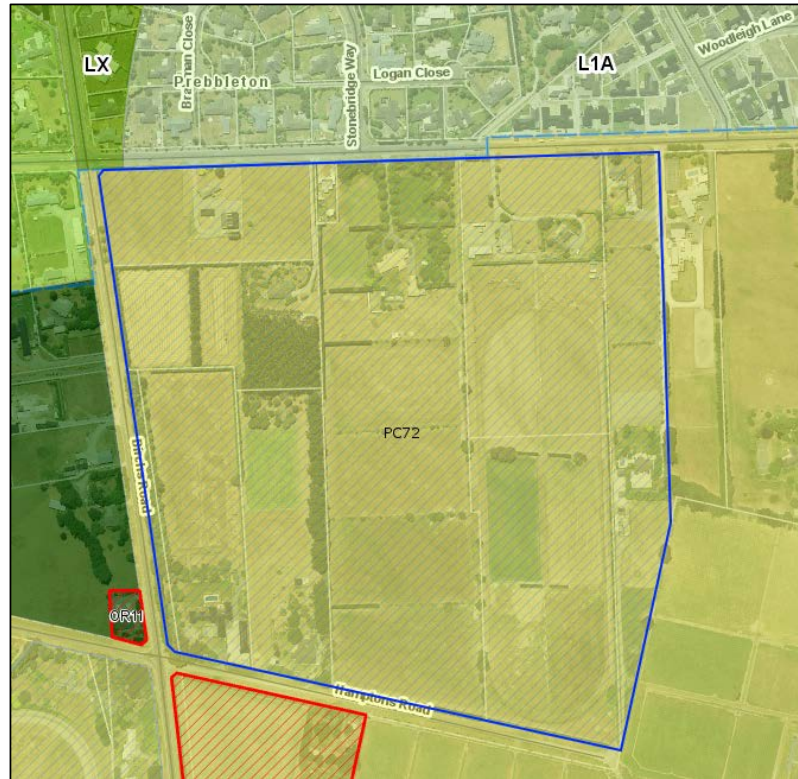


Figure 1- Aerial photograph of PC72 area (outlined in blue)
(Source: Selwyn District Council Maps)

The following is the general timeline of the plan change's progress so far through the statutory process:

- Formally received by Council on 13 November 2020.
- Accepted by Council on 9 June 2021.
- Publicly notified on 30 June 2021.
- Hearing held on 31 January 2022.
- Hearing Commissioner's recommendation provided on 30 March 2022.

Following notification on 30 June 2021, the plan change attracted 46 submissions and one further submission.

4. PROPOSAL

An independent Planning Commissioner, Mr Paul Thomas, was appointed to consider all the relevant material in respect of the plan change and to make a recommendation to the Council on the plan change and the submissions received.

This recommendation relates to whether the plan change should be approved, approved with modification (in accordance with the scope provided by the plan change)

or declined. The final decision on whether or not this recommendation and, as a consequence the plan change, should be adopted is the responsibility of the Council.

Of particular note for this plan change request was that it presented a range of rezoning options, including wholly Living 3 which would be consistent with the Rural Residential Strategy, a mix of Living 3 and Living Z, and wholly Living Z. The Commissioner considers that rezoning the whole site Living Z will be the more efficient and effective outcome.

Also of note for this plan change request was a submission requesting the rezoning of 2.2ha of additional land between the plan change area and Prebbleton Reserve. The Commissioner recommends that this additional land not be included because it is outside the scope of the notified plan change request.

The Commissioner considered in some detail the principal issues around the CRPS and NPS-UD and has concluded that PC72 gives effect to the NPS-UD which should be given more weight than Objective 6.2.1 of the CRPS.

For the reasons set out in his recommendation, the Commissioner recommends that Plan Change 72 be approved and that the matters raised in submissions are accepted, accepted in part or rejected.

In addition to the rezoning request, the changes sought to be made to the Operative District Plan through the Commissioner's recommendation include:

- Introducing a new ODP for the request area to coordinate the subdivision and development of the site and integrate this into the wider environment.

5. OPTIONS

In accordance with Clause 29(4) of the First Schedule of the Act, Council may decline, approve, or approve with modifications, the plan change.

a. Approve

Through the process set out in the Act, the Commissioner has considered that PC72 is generally appropriate in terms of the s32 tests and meets the purpose and principles set out in Part 2 of the Act in promoting sustainable management.

Specifically, it will enable people and communities to provide for their economic and cultural wellbeing by provision of additional residential development in Prebbleton, in a location which has been specifically identified for potential urban growth, and in a manner where the effects of that development are acceptable and appropriate.

Overall, having considered all of the submissions, the evidence and reports, the Commissioner considered that the actual and potential effects on the environment of the proposal were unlikely to be such as to render the plan change request inappropriate. As such, approving the rezoning is the most appropriate outcome.

b. Approve with modifications

The Commissioner considered that the plan change will implement the policies, and is appropriate in achieving objectives, of the District Plan. As such, it would be inappropriate for the Council to amend any of the findings contained in the

Commissioner's recommendation in the absence of hearing the submissions and considering the substantive material that has been considered.

c. Decline

It is considered that it would be inappropriate for the Council to decline the plan change, as this would be contrary to the recommendation of the independent Commissioner who has determined, through the statutory processes, that the plan change is appropriate.

Recommended Option:

It is recommended that Council accepts the Commissioner's recommendation and approve PC72.

If the Council accepts the Commissioner's recommendation and approves PC72, then PC72 will continue along the statutory RMA process, with the decision being publicly advertised and notice being served on all submitters. A 30-day appeal period is provided to lodge an appeal against the decision to the Environment Court.

Usually, if at the end of the appeal period no appeal has been received, Council staff, under delegation, would take the necessary steps to make the plan change operative and amend the District Plan as appropriate. However, in light of the requirements of clause 34 of the Amendment Act, it is recommended that Council does not make the plan change operative following the conclusion of the appeal period (or the resolution of any appeals should there be any). Instead, pursuant to the decision of Council on 23 February 2022, it is recommended that Council instead includes the plan change in the Variation to the PDP as this plan change request is within Prebbleton and has been recommended for approval.

6. VIEWS OF THOSE AFFECTED / CONSULTATION

(a) Views of those affected and Consultation

These matters are addressed in the recommendation of the Commissioner, with the mandatory public notification, serving of the notice of the request on potentially affected parties and submissions processes required under the RMA having provided appropriate opportunity for interested parties to participate in the private plan change process. The mandatory public notification and submissions processes required under the RMA has provided the wider public an opportunity to participate in the private plan change process.

(b) Māori and Treaty implications

No wāhi tapu or wāhi taonga sites of cultural significance within the plan change area have been identified. No submissions were received from Mahaanui Kurataiao Ltd who act on behalf of local rūnanga on environmental and resource management matters.

(c) Climate Change considerations

PC72 will assist in responding to climate change by enabling development in Prebbleton that is a logical extension to the existing township boundary; provides for a

consolidated urban form; and provides pedestrian and cycle linkages to community infrastructure.

7. FUNDING IMPLICATIONS

The funding implications are limited to any appeal proceedings. All costs incurred in notifying the decision are on-charged to the private plan change proponent.



Rachael Carruthers
STRATEGY AND POLICY PLANNER

Endorsed For Agenda



Tim Harris
GROUP MANAGER ENVIRONMENTAL AND REGULATORY SERVICES

Attachment 1: Commissioner's Recommendation Report with Outline Development Plan and Recommendations by Submission point

SELWYN DISTRICT COUNCIL

HEARING OF PROPOSED PLAN CHANGE 72

THE TRICES ROAD REZONING GROUP

**Report and recommendations by Hearing Commissioner Paul
Thomas**

30 March 2022

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APPENDICES

- 1. Commissioner’s Recommended Outline Development Plan Narrative and Plan.**
- 2. Recommendations on Submissions**

1.INTRODUCTION

1.1 PROCEEDINGS

- 1 Pursuant to instructions from the Selwyn District (SDC) I was appointed as the sole Hearing Commissioner to hear and consider Proposed Plan Change 72 (PC72). As such I am required to recommend to the Council decisions on whether the proposed plan change should be declined, approved or approved with modifications and consequent on that to recommend decisions on submissions to the Plan Change.
- 2 For that purpose I conducted a hearing of the details of this Plan Change and related submissions. Directions regarding the exchange of evidence and conduct of the hearing were issued to all parties on 29 November 2021. The hearing commenced at the Selwyn Health Hub in Rolleston on Monday 31st January 2022 and continued during Tuesday 1st February adjourning at 2.00 pm on that day.
- 3 Minute 2 confirmed that the proponents reply was to be received in writing by 11th February. After reviewing that material I formally closed the hearing on 16th February by way of Minute 3.
- 4 I undertook an inspection of the plan change area after the first day of the hearing.
- 5 In preparing this report I have chosen not to specifically record all of the evidence we received, nor do I record an analysis of all of the evidence. The report however does consider all the relevant evidence for each principal issue and any other areas where changes to the provisions have been proposed.

1.2 THE PROPOSED PLAN CHANGE

- 6 PC 72 essentially seeks to enable the coordinated residential development of an area of 28.7 hectares located on the southern boundary of Prebbleton township. The land is bounded by Trices Road, Birches Road and Hamptons Road. The Plan Change requestor is the existing landowners who have formed a group called "The Trices Road Rezoning Group."
- 7 The Plan Change seeks to change the zoning of the land and insert an Outline Development Plan into the District Plan. The notified proposal is to rezone the majority of the site Living Z apart from 2.8 ha on the Birches Road which was proposed to be Living 3. The Plan Change does not seek to alter any objectives, policies or rules in the District Plan.
- 8 The Plan Change request included less preferred options stemming from the section 32 evaluation of alternatives. These were to rezone the entire site Living Z, or Living 3A or Living 3 in that order of preference.
- 9 The land concerned currently has a mixture of rural residential and small farmlet activities which involve 9 dwellings and associated gardens and accessory buildings.

The land adjoins the residential zone of Prebbleton to the north and to the west is land zoned Living 3 (rural residential).

- 10 Importantly to the south of the site is a 22 ha block of land which has been designated for a Council Sportsground. This is currently under staged construction and will provide several sports fields, bike tracks, areas of native bush and stream and a dog park. The facility is to serve Prebbleton as well as overflow from Lincoln. The Christchurch to Little River Rail Trail includes Birchs Road where the trail is on the east side of the road.
- 11 The Outline Development Plan (ODP) is an important part of the Plan Change and is the mechanism used in the District Plan for the structure and framework for areas of urban growth. The notified ODP shows north south and east west road connections with shared pedestrian and cycle paths, stormwater basins in the south east and local bush reserve in the north.

1.3 SUBMISSIONS

- 12 PC 72 was publicly notified for submissions on 9 June 2021. A total of 50 submissions were received, with subsequently one further submission.
- 13 There were no late submissions.
- 14 There is one submission where the question of scope arises. This is by GM and J Drinnan who own land adjacent to the plan change area to the southeast. It forms an L shape with the part south of Hamptons Road extending to the edge of the new sportsground and a larger area to the east of the plan change area. The scope issue relates to the part of their submission that seeks that the area of the land extending to the park be added to the Plan Change and zoned Living Z with consequent amendments to the ODP. This is a principal issue so I address this in a specific section below.
- 15 The section 42A report was prepared by Mr Jonathan Cleese a planning consultant employed by PLANZ Ltd. He identified the key matters to be addressed arising from submissions and from assessing the Plan Change to include:
 - (a) Land suitability
 - (b) Infrastructure servicing
 - (c) Traffic and transportation
 - (d) Urban design
 - (e) School capacity
 - (f) Environmental nuisance and construction effects.

2. RELEVANT STATUTORY CONSIDERATIONS AND RELATED LEGAL ISSUES

16 The relevant statutory consideration that I must consider in making my recommendations were considered in the section 42A report, the opening submission for TRRG and the submissions for Canterbury Regional Council / Christchurch City Council. In Greater Christchurch the statutory considerations have been extended by plans prepared under Canterbury Earthquake Recovery Act (CER Act), in this case principally being the Land Use Recovery Plan.

17 As stated in the submissions the summary of the matters required to be considered in *Long Bay – Okura Great Park Soc Inc v North Shore City Council (A078/08)* was updated in *Colonial Vinyard v Marlborough District Council (NZEnvC 55)* as follows:

18 **A General Requirements**

1. *A district plan (change) should be designed to accord with, and assist the territorial authority to carry out its functions so as to achieve the purpose of the Act.*
2. *When preparing its district plan (change) the territorial authority must give effect to any national policy statement or New Zealand Coastal Policy Statement.*
3. *When preparing its district plan (change) the territorial authority shall:*
 - a. *Have regard to any proposed regional policy statement;*
 - b. *Give effect to any regional policy statement.*
4. *When preparing its district plan (change) the territorial authority must also:*
 - a. *Have regard to any relevant management plans and strategies under other Acts, and to any relevant entry in the Historic Places Register and to various fisheries regulations, and to consistency with plans and proposed plans of adjacent territorial local authorities.*
 - b. *Take into account any relevant planning document recognised by an iwi authority, and*
 - c. *Not have regard to trade competition*

5. *A district plan (change) must state its objectives, policies and rules (if any) and may state other matters.*

B Objectives [the section 32 test for objectives].

6. *Each proposed objective in a District Plan (change) is to be evaluated by the extent to which it is the most appropriate way to achieve the purpose of the Act.*

C Policies and methods (including rules) [the section 32 test for policies and rules]

7. *The policies are to implement the objectives, and the rules (if any) are to implement the policies.*
8. *The provisions of the proposal are to be examined, and quantified if practicable, assessing their efficiency and effectiveness, against reasonably practicable options for achieving the objective taking into account:*
 - a. *The benefits and costs of the environmental, economic, social and cultural effects anticipated from the provisions, including economic growth and employment; and*
 - b. *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.*

D Rules

9. *In making a rule the territorial authority must have regard to the actual or potential effect of activities on the environment.*
- 19 Section 32AA also requires me to undertake further evaluation in the event that I recommend changes to the content of the Plan Change.

3. THE HEARING

- 20 I do not intend to summarise all the evidence presented to the hearing in this recommendation report. Instead, I will analyse the evidence presented under each of the Principal Issues. The section below does, however, record the witnesses who appeared at the hearing. Expert evidence which had been made available to all parties in accordance with the hearing directions was taken as read. Witnesses presented a summary of the evidence and supplementary material at the hearing. In accordance with Minute 1 the plan change proponent being the Trices Road Rezoning Group (TRRG) appeared first followed by submitters and then the Council s42A report witnesses.
- 21 The full order of appearance was as follows:
- For TRRG.
- Opening legal submissions from Ms Katherine Forward
 - Evidence of Mr Carl Fox on Services

- Evidence of Mr Lindsay Blakie on Stormwater
 - Evidence of Mr Fraser Colegrave on Economics via Zoom.
 - Evidence of Ms Lisa Williams on Transport.
 - Evidence of Mr Gary Sellers on Valuation.
 - Evidence of Mr Chris Jones on Real Estate
 - Evidence of Ms Nicole Lauenstein on Urban Design.
 - Evidence of Ms Fiona Aston on Planning.
- 22 For the Ministry of Education
- Evidence of Ms Karin Lepoutre by Zoom
- 23 For Canterbury Regional Council and Christchurch City Council.
- Legal submissions from Mr Mike Wakefield by Zoom
 - Evidence of Mr Marcus Langman on Planning.
- 24 For GM and J Drinnan
- Evidence of Mr Stuart Fletcher.
 - Attendance of Mr Grant Drinnan.
- 25 For Selwyn District Council
- Evidence of Mr Murray England on Three Waters.
 - Evidence of Mr Mat Collins on Transport by Zoom.
 - Evidence of Mr Hugh Nicholson on urban Design
 - Evidence of Mr Jonathan Clease on Planning.

4. THE PLANNING CONTEXT

- 26 The planning context of this proposed plan change is somewhat complex and consequently I will outline some parts of the jigsaw in this section before addressing in more detail the issues that arise in the principal issues sections below.
- 27 Firstly, it is important to stress that this is a proposed change to the Operative Selwyn District Plan. This is being pursued at the same time that the review of the District Plan is progressing, in the form of the Proposed District Plan, through its process of hearing submissions to the Plan. The Proposed District Plan will replace the current Operative Plan at the conclusion of that process. If this Plan Change is

approved it will, therefore, have a reasonably short lifespan unless carried through into the Proposed District Plan.

- 28 The site is not proposed in the Proposed District Plan to be zoned residential. TRRG is, therefore, in parallel with this process, pursuing submissions to the same effect through the Proposed District Plan process. However, that decision will be made by the District Plan Review Hearing Panel quite independently from this hearing process.
- 29 There are currently some 15 other private plan changes being pursued through similar processes at this time. They are largely to provide for additional urban residential growth and include proposals at Rolleston, West Melton, Lincoln and of course Prebbleton. There are two other Plan Change requests located in Prebbleton. These are PC 79 located south of the TRRG site and PC 68 on the west side of Prebbleton. Hearings of submissions on these Plan Changes have yet to be held.
- 30 One hearing has been completed and the Recommendation Report issued which is Plan Change 67 at West Melton and heard by Commissioner David Caldwell. A copy of that report was appended to the proponents Closing Legal Submissions.
- 31 The Regional Planning Context is also important. The Canterbury Regional Policy Statement (CRPS) includes a Chapter on Recovery and Rebuilding of Greater Christchurch which was included in the CRPS through the Land Use Recovery Plan (LURP). Unlike most Regional Policy Statements this included policies to give effect to a particular urban form identifying the location and extent of growth areas to support recovery. The growth areas were called Greenfield Priority Areas for Residential and Business. This drew on the previous Urban Development Strategy (UDS) prepared as far back as 2007. The growth areas are shown on Map A of the CRPS.
- 32 These growth areas are all now largely developed. It included some limited growth in Prebbleton. Following the release of the National Policy Statement on Urban Development Capacity a review of the land use framework for Greater Christchurch was undertaken and a report published in July 2019 called *"Our Space 2018-2048 Greater Christchurch Settlement Pattern Update"*.
- 33 This recommended that additional greenfield growth land be released in Rolleston and Rangiora and Kaiapoi to be called Future Development Areas (FDAs). This then led to Change 1 to the CRPS which incorporated the necessary changes including identifying the FDAs on Map A. This plan change to the CRPS was processed through the Streamlined Planning Process and approved by the Minister for the Environment. No additional growth was allocated in this process to Prebbleton.

- 34 During this period the National Policy Statement on Urban Development Capacity was replaced with the National Policy Statement on Urban Development 2020 (NPS UD). The provisions of the NPS UD are highly relevant to this matter and will be discussed in detail later. However, at this point it is important to reference Policy 8 which requires *“local authority decisions to be responsive to plan changes that would add significantly to development capacity and contribute to well functioning urban environment, even if the development capacity is:*
- (a) Unanticipated by RMA planning documents; or*
 - (b) Out of sequence with planned land release. “*
- 35 It is the existence of this policy that has triggered the multiple private plan changes in Selwyn District as it is seen as providing a pathway for proposals beyond that identified on the CRPS Map A. This pathway exists specifically for plan changes, arguably to a greater degree than through the process of the District Plan Review.
- 36 The other current game changer is the recent Amendment to the Act requiring the amendment to District Plan to put in place the proposed new Medium Density Residential Standards (MDRS). The consequences for this plan change is that if any recommendation to approve the plan change is accepted by the Council, a variation to the plan change will be required to insert the MDRS to the plan change before the decision on the plan change can be notified. The variation is required to be notified at the same time as notifying the MDRS for the rest of the Plan but does not merge with it. It is required to be processed through the Intensification Streamlined Planning Process. The variation will need to be notified prior to 20 August 2022. As there are no policy or rule changes sought in this Plan Change the changes inserted into the Living Z zone will apply. The inevitable consequence of this is that if this report recommends approval of the plan change there will then be considerable delay before any decision on it can be publicly notified.

5 THE SCOPE OF THE PRINCIPAL ISSUES

- 37 There are a range of Principal Issues extending from site specific development planning matters and the content of the Outline Development Plan through to the more strategic planning issues at a regional level. I have determined that in this case a bottom up approach is preferred allowing the merits of the specific form of the development to be addressed before the proposal is then tested against wider Regional and National higher order documents.
- 38 Consequently, I will address the principal issues dealing with infrastructure and transport first, then urban form issues including the possible extension south before looking at the important issues associated with higher order documents. However,

before dealing with this I will address one procedural matter that I specifically raised with Ms Forward during the hearing.

- 39 At the commencement of the hearing I sought clarification that I had scope to amend the proposal to zone all the area Living Z instead of part Living Z and part Living 3. This is because the change is reliant on the notification of the Plan Change including explicitly a range of options for zoning in addition to a “Preferred Option”.
- 40 Clause 26 of Schedule 1 is very clear that where a local authority accepts a plan change request it is then required to prepare the plan change in consultation with the requester and then notify the change within 4 months of agreeing to accept the request.
- 41 In this case the Council has simply adopted the request in the form that it was presented and notified it for submissions. Consequently, all the options presented in the plan change request have followed through to the public notification. I consider that it is open to the Council to simply notify the plan change in the form presented in the request although it could be argued that a plan change is a specific proposal and not a range of options despite the obligations of Section 32. In essence something of a procedural short cut has been taken but I do not consider that any party is prejudiced by that course of action. As Ms Forward says at para 37 *“It has been clear from day one that the TRRG proposal could take various forms – including Living Z zoning over the entire site.”* I also note that the Christchurch City Council submission opposed the plan change on the grounds that it was not delivering on a sufficient level of density and sought 15 dwellings per hectare. While this is at odds with Mr Langman’s evidence that seeks Living 3 across the entire area, the change to Living Z across the whole area does result in overall higher density.
- 42 While I consider that there is a procedural aspect that Council should have given greater attention to I do not consider that it hampers my jurisdiction to hear and recommend on the Plan Change. The options were clearly signalled and indeed many submitters expressed their preference for a lower density option. I therefore find that the full Living Z option recommended for Selwyn District Council in the Section 42A report is within the scope of recommendations available to me.

6. THE PRINCIPAL ISSUES – EFFECTS ON THE ENVIRONMENT

6.1 PROVISION OF THREE WATERS SERVICES

- 43 Expert evidence on three water was provided for the proponent by Mr Carl Fox , Mr Lindsay Blakie on stormwater and for Council Mr Murray England. In terms of water supply Mr England’s evidence was that the Prebbleton Water Supply provides untreated deep groundwater to the community from 5 bores however a further two bores are consented but not yet drilled. The maximum consented water take from

the scheme is 1,576,800 m³ per year. Over the past 5 years the maximum demand has been 703,919 m³ per year. There is, therefore, ample supply to accommodate the level of growth associated with this plan change.

- 44 Master planning has also been undertaken for expected future growth over the next 30 years and Mr England reported that funding provision for this has been made in the 2021-31 Long Term Plan. I note that this is somewhat at odds with the Proposed District Plan which makes no provision for growth at Prebbleton. Water supply is, therefore, clearly not a constraint to this proposed urban growth.
- 45 Similarly, there is agreement that the land can be serviced with wastewater. Prebbleton wastewater is treated and disposed of at the Pines Wastewater Treatment Plant located at Rolleston. Mr England advised that the plant is currently at or near capacity but upgrades are currently underway and additional upgrades planned and budgeted for. A rising main will pump wastewater from the plan change area westward along Hamptons Road approximately 1.4 km to the intersection of Hamptons and Springs Road. At this point, a gravity sewer will convey wastewater to the recently installed wastewater pump station at 612 Springs Road.
- 46 This pumpstation has a peak design pumping rate of 101 litres per second and has been designed to meet the needs of the area within the existing township boundary. Consequently, there is currently limited capacity for additional urban growth. However, Mr England's evidence was that additional pumping capacity can be installed within the existing pump station to increase the maximum flow rate to 136 litres per second. At the Pines Wastewater Treatment Plant Mr England has confirmed that the plant is designed to be progressively upgraded to accommodate a population of 60,000 with plans to double that capacity being prepared. The plant is currently serving a population of 42,000 to 45,000.
- 47 Mr Langman in his planning evidence has expressed a concern regarding the cumulative impact that the current suite of private plan changes could have on the wastewater network and treatment capacity potentially affecting the Future Development Areas in Plan Change 1 to the CRPS.¹ It is important to stress that my role in this case is to make a recommendation on one specific plan change only. However, in doing so I can have regard to any of the other plan changes that have reached a point of recommendation. At this stage that is limited to Plan Change 67 at West Melton. The recommendation report for that Plan Change by Commissioner Caldwell was filed by the proponent as part of the Closing Submissions. I note his finding that he was satisfied that planning and budgeting for necessary upgrades to the Pines Plant was sufficiently in place to be confident that the land associated with

¹ Para 118. EIC M Langman.

PC 67 could be serviced. I am also satisfied that wastewater servicing is not a constraint to approving this plan change.

- 48 Stormwater evidence was presented by Mr Blakie who provided a report with the plan change request. The proposed outline development plan includes two connected stormwater management areas in the south east quadrant of the site. These will provide first flush treatment of the first 25mm of rainfall and attenuation of storm events up to and including the 60 hour duration 50 year event. Roads will be used as secondary flow paths with the primary roads being designed to convey the 10% AEP event.
- 49 Mr England's evidence for the Council is that this is appropriate and will be subject to further investigation and design through the consenting and engineering approval processes. He is satisfied that the approach will achieve hydraulic neutrality in relation to peak flows from the site.
- 50 Mr Blakie also provided evidence that there was potential to reduce the SMA footprint with soak holes where ground conditions permit and rain attenuation tanks elsewhere.
- 51 The principal contested issue relates to the flow path from the SMA across neighbouring land and then connecting with a drain on the eastern side of the property which then flows into Crosslands Drain. This land is owned by the Drinnans and Mr Fletcher gave planning evidence in relation to this matter. The Drinnans are concerned about the effects of increases in stormwater flows from the developed land being reliant on what is little more than a swale across their property. Mr Fletcher argued that the construction of a driveway across the pathway for this water had effectively diverted existing flows such that any historical rights have been extinguished. A principal concern is that this issue is not parked for later consideration which results in requirements for them to accommodate stormwater across their property with consequent possible effects on future opportunities. A legal question arises as to whether or not an easement would be required for this conveyance.
- 52 The Drinnans also have a preference for an alternative location adjacent to Hamptons Road which they consider would have less effects on their property.
- 53 Mr England for the Council acknowledged this concern and recommended that, while an easement is not required at this stage, the ODP should expressly refer to this issue and the need to confirm and secure a legal outfall from the development.
- 54 The issue at contest here revolves around the principle of "natural servitude". It was Mr Blaikie's evidence that the right to the stormwater outfall relies on the principal

of natural servitude, and that as the run off will be below existing peak discharge rates this right is protected.

55 I requested that this be further addressed in the proponents Closing Submissions and I am grateful for the attention that has been given to this matter. Ms Forward states that the doctrine has been explained by the High Court as “*allowing a higher owner in the natural use of the higher land, to concentrate and discharge on the lower land water that would otherwise flow there.*”² There are three limitations on this right as follows:

- The higher owner cannot through any form of development alter the flow on to the lower land causing injury to that land.
- The water cannot be concentrated so as to increase appreciably the burden on the lower land by altering the volume and velocity of the water flowing onto the lower land causing damage to the lower land which would not have been caused by the natural flow.
- Introduction of water that is not part of the natural surface water of the higher land is not permitted.

56 The owner of land with the right to natural servitude is not required to obtain a legal easement to protect and use that right.

57 Ms Forward submissions relating to applying these principles are that the right is protected because the stormwater will be attenuated so that the discharge will be at or below existing peak discharges.

58 With respect I am not sure this is sufficient. Firstly, the doctrine as explained by the High Court is limited to the “natural use” of the higher land. It seems to me that development in accordance with a Living Z zone which has changed from the Inner Plains Rural Zone does not represent “natural use” of the land.

59 Secondly, the nature of the development of the land means that there is increased run off resulting from less permeable surface areas. The attenuation is expected to ensure that the peak discharge ie velocity is no greater than current. However, it is highly unlikely that the overall volume will remains similar, even if there are some soakage pits used.

60 However, the volume and velocity condition is dependant on their being some evidential damage or injury to the land. This is most likely to be at least initially in

² Para 50 Closing Legal Submissions TRRG.

the form of erosion of soil and damage to land productivity. This of course could be addressed by conveying the discharge by buried pipe.

- 61 As stated above Mr England recommended that this issue be flagged in the narrative of the ODP. Notwithstanding the above, the closing submissions accept this recommendation and propose the following additional wording:

(a) *Detailed stormwater solutions, including stormwater outfall location are to be determined in collaboration with the Council at subdivision stage and in accordance with Environment Canterbury requirements.”³*

- 62 This wording explicitly raises the matter of outfall location. Ultimately the natural servitude issue is a property law matter and not a matter for the District Pan. The proponents will not be able to discharge water to the Drinnans property unless they have the legal right to do so and it is also authorised by way of resource consent. The two are related but separate. At this point in the process it is important that I am satisfied that stormwater is capable of being managed in a sustainable manner and without consequential adverse effects. The technical evidence supports this conclusion and further design work will be undertaken ahead of the subdivision stage of the process. However, Mr England has recommended that the sentence in the ODP include reference to “legal” stormwater outfall. While this is not strictly necessary it would serve as something of a reminder to address this matter at the appropriate time. I consequently recommend that the word legal is inserted so that the additional words read “*including legal stormwater outfall location*”.

6.2 TRAFFIC AND TRANSPORTATION

- 63 Expert evidence on traffic and transportation matters was presented by Ms Lisa Williams for the proponent and Mr Mathew Collins for the Council. The essential features of the ODP are:

- (a) North south and east west primary roads.
- (b) The extension of the east west road to the eastern edge of the site to future proof for further urban growth in this location
- (c) Both primary roads have shared pedestrian cycle path within the road corridor.
- (d) There are additional of road shared cycle pedestrian paths including through the stormwater management area.

³ Para 47 Closing Legal Submissions TRRG.

- 64 In response to the Mr Collins recommendations some changes have been made to the narrative of the ODP. The remaining issues are relatively minor but are addressed below.
- 65 Firstly, Mr Collins recommends that the ODP graphic show the provision of cycling facilities along the Trices Road and Hamptons Road frontages in addition to the narrative additions now proposed and including showing a safe crossing of Trices Road near Stonebridge Way. The issue here seems to be a matter of consistency of convention regarding ODP graphics versus narrative than any different position between the experts.
- 66 The position of Ms Williams as expressed in the closing legal submissions is that the additional annotation on the ODP Plan is not necessary, nor is it consistent with other ODP conventions in the Operative District Plan. I have briefly looked at a sample of Outline Development Plans in the Operative Plan. I find there is a wide range of forms of ODP, however, few seem to incorporate specific within road reserve improvements other than perhaps landscape strips. In essence, I am satisfied that the amended narrative is sufficiently clear and additional annotation on the Plan is not needed.
- 67 Secondly, Mr Collins considers that a shared path should be provided along the entire Hamptons Road frontage. The amended ODP, however, only provides it west of the north south road. I consider that, as Hamptons Road is a no through road, there are different circumstances to Trices Road with limited traffic at the eastern end suitable for on street cycling. Basically, I consider that extension of the shared path is not required unless the land to the south of Hamptons Road is added to the Plan Change. I address that later in this report.
- 68 Thirdly, Mr Collins sought that the narrative include a requirement to provide minor safety improvements to the Trices Road / Birchs Road intersection prior to any new intersection or vehicle access being formed onto Trices Road. Both Ms Williams and Mr Cleese consider this is best addressed through the subdivision consent process. The proponent has sought to include the words, *“At the time of subdivision the need for and nature of minor safety improvements at the Trices Rad / Birchs Road intersection will be considered in consultation with Selwyn District Council.*
- 69 I consider this is sufficient for the purpose of the ODP. The subdivision consent will be able to address this in more detail depending on staging of development and impose specific consent conditions.
- 70 Finally, in response to Mr Langman’s concerns about cumulative effect on the wider transport network, both transport witnesses agree that this is best assessed at a District and Regional level and indeed is beyond my jurisdiction in relation to this

Plan Change. The Proposed District Plan process and indeed the signalled Regional Spatial Plan process will provide opportunity for consideration of wider issues. In the interim I note Mr Collins conclusion that modelling of an additional 10,000 dwellings in Selwyn results in little change to traffic levels on the key arterials of Shands Road and Springs Road.

6.3 URBAN FORM AND DESIGN

- 71 Urban design evidence was presented by Ms Nicole Lauenstein for the proponent and Mr Hugh Nicholson for the Council. Both agree that the introduction of the new Birchs Road Park has changed the context for the site. Previously identified as a suitable rural residential location, they both agree that it is now a highly suitable location for Prebbleton to grow to close the gap between the township and new urban boundary created by the park.
- 72 They agree on the ODP structure with a notable change being an additional continuous pedestrian cycle connection running north south using the stormwater management area in the south east quadrant of the site and the local road network in the north east quadrant of the site. This was shown on Appendix 1 to the evidence summary of Ms Lauenstein. For the record the closing submissions included amended wording for the ODP narrative but not a final ODP plan including the additional north south pedestrian cycle connection. This was subsequently requested during preparation of this report.
- 73 I also note that the closing submissions record that the urban design witnesses, subsequent to the hearing, agreed that the Hamptons Road shared path should be on the south side of the road fronting the Park to avoid driveway crossings. Such matters will be able to be designed and confirmed through the subdivision process. This will include integration of landscape design with the shared path links.
- 74 Importantly both urban design witnesses also agree that a minimum net density of 12 households per hectare is appropriate in this location providing as Mr Nicholson put it *“the benefits of modest increase in density while supporting the existing character of the Prebbleton ‘village’.”*

6.4 PROVISION OF COMMUNITY FACILITIES

- 75 The Ministry of Education submitted on the Plan Change seeking the ability for further consultation with the applicants regarding provision for accommodating school facilities within the Plan Change area. Ms Karin Lepoutre gave evidence in support of the submission.
- 76 Clearly there is a concern that significant growth at Prebbleton, where there are in total three private plan changes under consideration, could lead to the need for an

additional primary school. Ms Lepoutre, however, could not provide any modelling to inform whether the PC 72 site alone would trigger the need for additional land.

- 77 The proponent has agreed to amend the ODP to include an expressed requirement for consultation with the Ministry at the time of subdivision. By that time the status of the other Plan Changes will be more certain. However, the wider Regional Spatial Plan is also a vehicle to match capacity and growth to future needs.
- 78 Ms Lepoutre also sought that this requirement be extended to a matter of discretion in the subdivision rules. However, such a change is largely unnecessary given the proposed wording of the ODP. School locations are important to community dynamics and do need careful consideration and early planning. However, I am also conscious that the Ministry can advance a Notice of Requirement to designate land for an additional state or state integrated school at any time and this of course can be within a new growth area if that is the optimal location. The PC 72 land is a relatively small area of 28 hectares but could still potentially accommodate a school site. I consider that by identifying the issue in the ODP that is an appropriate check reminder to consider this matter at the time of subdivision if action has not been taken earlier.
- 79 I have not addressed the loss of high versatile soils as a Principal Issue, but for completeness I should clarify why, particularly as the issue is raised in a number of submissions. In short I agree with Mr Cleese that this is a matter to be taken into account in terms of the suitability of the location and the Section 32 benefits and costs. However, in this case the Class 1 and Class 2 soils lost is a relatively small proportion of the site and must be traded off against the wider urban form and design merits. While as a single plan change I am not in a position to evaluate this site against other growth alternatives overall I do not consider that the loss of versatile soil is sufficient to make the land unsuitable for residential development.

6.5 EXTENSION SOUTH TO INCLUDE THE DRINNAN LAND

- 80 A clear principle issue at the hearing was whether the plan change area could, and should, be extended to include the block of land south of Hamptons Road and sitting between PC 72 and the new Birchs Road Park.
- 81 The area of land involved is just part of the property owned by the Drinnans being an area of 2.2 hectares with potential for 26 to 30 allotments.
- 82 There are two important aspects to this submission firstly the merits of the extension and secondly whether it passes the legal tests of being within scope of the Plan Change.

- 83 In terms of information supplied, there is a clear contrast between the level of investigation and assessment undertaken for the extension as compared with the Plan Change. Water supply, wastewater and stormwater management while unlikely to present major barriers have not been confirmed as appropriate. Rooding similarly is unlikely to present substantial issues but as stated in Mr Fletchers evidence has not been assessed by a rooding engineer and evidence presented.
- 84 Both urban design experts, when commenting on this submission, consider that provision of a shared path connection from the route through the PC 72 stormwater management area to the Park is important.
- 85 I also consider that the interface with the Park is an important design issue and is a matter that would need to be addressed within the Outline Development Plan.
- 86 I accept that it is not appropriate for this area of land to remain Inner Plains Rural given its size and form located between PC 72 and the Park. While, in principle, there appears to be general acceptance of development of this land for residential activities there remain issues to be resolved before it can be incorporated into the ODP for PC 72.
- 87 I note that the Drinnans do have a submission to the Proposed District Plan to change the zone of land to enable residential development and I consider this is the appropriate forum to resolve the remaining issues and advance this matter. This, of course, is dependent on the Hearing Panel also favourably determining the TRRG submission in parallel with this Plan Change.
- 88 The second matter relates to scope. The Drinnans obtained a legal opinion on scope which was provided with Mr Fletchers evidence. In addition, Mr Fletcher concluded that the submission is within scope as the *“property is more logical than not to be included, particularly given the changes to the surrounding area and that no other parties outside of the plan change process will be impacted by the inclusion of the land.”*⁴
- 89 Mr Fletcher in the first part of his conclusion has effectively conflated the merits argument with the scope argument. In other words, his argument is that the extension has merit, therefore it is within scope. However, that is not the way in which the Courts have established and applied the tests as is recognised in para 11 of the legal opinion.
- 90 The legal opinion by Andrew Shulte of Cavill Leitch Ltd draws, as would be expected, on the chain of authorities stemming from the High Court in Clearwater Christchurch City Council and then Palmerston North City Council v Motor Machinists Ltd.

⁴ Para 6.14 EIC S Fletcher.

- 91 The legal opinion recognises that there are a number of ways of applying the first Clearwater test as follows:
- (a) whether the submission raises matters that should have been addressed in the section 32 evaluation report. If so the submission is unlikely to fall within the ambit of the plan change.
 - (b) Whether the management regime of a particular resource is altered by the plan change. If not then a submission seeking a new management regime is unlikely to be on the plan change
 - (c) Whether the zoning extension is incidental or consequential to the zoning change.
- 92 I am also aware that there are other more recent cases that have refined particularly the first of these tests but it is not necessary to add to this aspect.
- 93 The legal opinion concludes that as the management regime for the Drinnan land would be changed it is unlikely to be on PC 72. I agree with that assessment.
- 94 However, it then goes on to conclude that the exception of “incidental and consequential” changes applies in this case because it is a “relatively modest amendment”.
- 95 In this case the land involved amounts to 2.2 hectares of farmland which is separated from PC 72 by Hamptons Road and will have an important interface with the new Park. 2.2 hectares does not qualify in my assessment as incidental. Further, any consequential aspect is more about the consequences of the Park than PC 72.
- 96 I, therefore, conclude that the submission does not pass the first Clearwater test.
- 97 In relation to the second natural justice test I agree that the principal affected parties are the TRRG and The Council. These parties have had the opportunity and have commented on the merits of the extension during the hearing process. I, therefore, conclude that the second test is passed.
- 98 However, as the first test was not achieved I find that the submission is not on the plan change and, notwithstanding my comments on the merits, it cannot be accepted.
- 99 In summary, I find that the submission is not on the plan change and therefore must be declined. However, the planning status of this land does need to be addressed and while there is merit in principle for residential zoning there is additional information required. I encourage the Drinnans to pursue this further through the Proposed District Plan hearings.

7. STATUTORY DOCUMENTS

7.1 THE RELATIONSHIP BETWEEN THE NPS UD AND CRPS

- 100 A critical issue for this hearing is the relationship between the Canterbury Regional Policy Statement (CRPS) and the NPS UD. This is addressed in the s42A report by Mr Jonathan Clease, the legal submissions by Ms Forward for the proponent and evidence of Ms Fiona Aston, and the legal submission by Mr Wakefield and planning evidence of Mr Langman jointly for Canterbury Regional Council and Christchurch City Council.
- 101 Mr Wakefield referred to the well established principle that statutory documents of this nature must be read as a whole. I accept that principle fully. However, in applying such documents various parts or provisions will be more relevant and applicable than others. Context is important and can lead to giving certain more relevant matters greater weight over others.
- 102 Mr Wakefield and Ms Forward refer to the hierarchy of plans under the Act whereby a Regional Policy Statement must give effect to a National Policy Statement (section 62(3) and a District Plan must give effect to both any Regional Policy Statement and National Policy Statement.
- 103 Ms Forward submits that if there is an inconsistency between NPS and RPS then greater weight should be given to the NPS. Mr Wakefield submits that there is no inconsistency and that the CRPS provides a regionally specific application of the NPS. There are a number of issues at foot here. Firstly does the CRPS, as amended by Change 1 provide at least sufficient development capacity to meet expected demand for housing land over the short, medium and long term. Secondly, is the directive approach of the CRPS to urban growth compatible with the requirements of the NPS.
- 104 A separate matter is whether PC 72 gives effect to the NPS UD and within that whether the Plan Change qualifies for consideration through Policy 8 of the NPS UD. Clearly the interconnections between NPS UD and CRPS must be had regard to in findings regarding giving effect to those documents.

7.2 SUFFICIENT DEVELOPMENT CAPACITY AND CHANGE 1 TO THE CRPS

- 105 The CRPS was amended in March 2021 by Change 1. Ms Forward submitted that Change 1 has a very narrow purpose and made no attempt to be fully compliant with the NPS UD. Change 1 was advanced through the Streamlined Planning Process which resulted in a report to the Minister For The Environment dated March 2021.
- 106 I note that the purpose of the Proposed Change is clearly stated at para 22 of that report as follows:

In summary, the purpose of the Proposed Change is to:

- a. Give effect to Policy 2 and clause 3.7 of the NPS-UD and enable sufficient land in Greater Christchurch to be rezoned for the medium term (10 years) and identified for the long term (30 years) to meet the needs of existing and future communities, by identifying and enabling additional development capacity for housing in greenfield growth areas within the Projected Infrastructure Boundary shown on Map A in Chapter 6 of the CRPS, in Rolleston, Rangiora and Kaiapoi; and*
- b. Provide flexibility for Selwyn and Waimakariri District Councils to consider rezoning land within the Projected Infrastructure Boundary to meet medium term housing demands as part of their district planning processes, where a sufficiency shortfall is identified through a housing development capacity assessment.*

- 107 Change 1 implements the outcomes of Our Space 2018-2048 which was adopted in 2019. I note that the purpose above refers to rezoning land within the Projected Infrastructure Boundary. Mr Cleese explained at the hearing that the concept of the Projected Infrastructure Boundary went as far back as to the 2007 Urban Development Strategy (UDS). This strategy predates the Canterbury Earthquakes but was speedily put in place after the earthquakes through the Land Use Recovery Plan and consequent insertion of Chapter 6 Recovery and Rebuilding of Christchurch in the CRPS.
- 108 Mr Cleese also advised that the genesis of the Greenfield Priority Areas were the short and medium term growth proposals in the UDS and the Projected Infrastructure Boundary was the planned extent of long term growth. Whether this has any direct relationship with infrastructure provision is unclear. Indeed, the whole technical basis for the Projected Infrastructure Boundary (PIB) remains unclear yet it remains from 2007 to 2022 the key driver of urban growth planning for Greater Christchurch.
- 109 I have looked back at the UDS and find no clear rationale for the PIB in that document. However, Ms Astons evidence also helps clarify that the PIB was in fact first introduced in the 2007 Change 1 to the CRPS which was heard and decisions issued in 2009. There were a number of appeals to the Environment Court but these were extinguished and superseded by the Land Use Recovery Plan which refers to the PIB and added further greenfield priority areas in Christchurch City.
- 110 The lack of technical assessment of the PIB is supported by the comments in Mr Langman's evidence at footnote 20 where he states *"The PIB was inserted into the LURP as the indicative area reflecting local authority strategies that were required to be prepared after amendments to the LGA 2002 in 2014. My understanding is that these areas were indicative only and had little planning input as to the suitability of the land for urban development, which would take place at a later date."*

- 111 This status seems very much at odds with the justification of policies that seek to avoid any form of development outside of the PIB.
- 112 The PIB remains on Map A in the CRPS and as stated above was the key driver for the Future Development Areas included in Change 1 to the RPS. Indeed, it determined the scope of Change 1 and submissions seeking additional growth areas were rejected on the basis of this scope.
- 113 Despite this, Mr Langman confirmed there are no policies, or even policy explanations, in Chapter 6 of the CRPS that refer to or explain the basis of the PIB. It simply appears on Map A. Clearly, this rather obvious deficiency could have been addressed through Change 1 but wasn't.
- 114 At Prebbleton development is either completed or under construction up to the limit of the PIB. However, it appears that no specific consideration of further growth at Prebbleton was considered in Our Space and consequently Change 1. Notably, the Birchs Road Park, which is a major factor in the urban form merits of PC 72, was proposed in 2015. Change 1 to the RPS was commenced in 2020. There was, therefore, a significant period for this to be recognised as a material change in circumstances and to be considered in Change 1.
- 115 Given that we are to apply "the ordinary meaning of words" when interpreting plans and policy statements, it would reasonably be expected that the PIB was based on critical service or transport infrastructure capacity thresholds. However, that does not seem to be the case, at least not currently at Prebbleton, because the agreed evidence to this hearing is that water and wastewater capacity is available as is road network capacity.
- 116 This is all the more serious when it is lined up against the policies that rely on Map A which of course includes a requirement to avoid urban development outside of the areas identified on Map A, a policy which Mr Langman described at para 51 of his evidence as "deliberately strict".⁵
- 117 The tabled memo from Mr Ben Baird, a policy analyst at Selwyn District Council, helpfully sets out the history of policy development and future planned work. He describes the Our Space spatial pattern as an "interim" measure ahead of several current work programmes underway including Greater Christchurch 2050, Urban Growth Partnership, Mass Rapid Transit Indicative Business Case and a Greater Christchurch Spatial Plan. He states at para 38 that the development of any future strategic work within SDC is dependant on the outcomes of the Greater Christchurch Spatial Plan.

⁵ Para 51 EIC M Langman

- 118 This process was also addressed in the legal submissions of Mr Wakefield and evidence of Mr Langman with the key message being that PC 72 is premature and should await the outcome of the Spatial Plan.
- 119 This position, of course, is dependant on their being sufficient interim capacity enabled to meet the requirements of the NPS UD.
- 120 Mr Baird’s memo also seeks to explain at para 69 why the Council, which of course is a member of the Greater Christchurch Partnership, has provided most of the new capacity for growth around Rolleston. This includes supporting the hierarchy of centres, is consistent with previously signalled future growth areas through the PIB, will support improvements in the Rolleston town centre and help promote the efficient use of infrastructure including transport.
- 121 The proponent presented a range of evidence on the demand and capacity for residential land including the assessments informing Change 1 to the CRPS.
- 122 Mr Fraser Colegrave presented evidence on the need for the plan change at a District level. He provided helpful background on the recent growth of Prebbleton which has doubled its population in the last ten years from 2510 in 2010 to 5020 in 2021. This has been enabled through four Outline Development Plan areas which are in the Operative District Plan. These are located to the north east and west of Prebbleton contrasting with PC 72 which is to the south.
- 123 His evidence was that one of the ODP areas is fully developed with the rest in varying stages of completion. In addition, a Summerset retirement village is currently under construction on the former Meadow Mushrooms site which is central to Prebbleton and a further BUPA retirement village is under construction within ODP Area 4. A new village centre development is also under construction.
- 124 Selwyn continues to be one of the fastest growing territorial authorities in New Zealand and Mr Colegrave’s evidence was that Statistics New Zealand expects this to continue to 2048.
- 125 The latest Housing and Business Capacity Assessment produced by the Greater Christchurch Partnership is dated July 2021. It assessed that at 15 households per hectare there is a surplus supply in Selwyn in the short term of 1864, and medium term of 4961 but a shortfall in the long term. These figures include the Future Development Areas that have been included in the Regional Policy Statement through Change 1, but are yet to be enabled through the District Plan.
- 126 The key points of Mr Colegrave’s evidence are:
- (a) There is benefit of providing additional capacity beyond “sufficient” capacity in terms of competitive markets.

- (b) The Future Development Areas are not yet plan enabled.
 - (c) The forecast demand of 900 dwellings per annum over the short term and 850 over the medium term are significantly lower than recent building consent volumes.
- 127 Mr Colegrave also has issue with the methodology adopted in relation to feasible capacity of the Future Development Areas being applied at 100%, low profit margins on house construction, and further anomalies leading to overstating of development capacity.
- 128 With adjustments made to account for the issues above Mr Colegrave estimates a shortfall of 1432 in the short term and 7496 in the medium term based on 15 households per hectare and including the Future Development Areas.
- 129 At the more local Prebbleton level, Mr Colegrave quotes the memo from Ben Baird which was provided with the s42A report. This shows that for West Melton and Prebbleton there is a medium and long term capacity of 181 and medium demand of 1859 and long term 5530.
- 130 In terms of current supply, it is the evidence of Mr Colegrave and Mr Sellars that there are very few, if any, sections currently available in Prebbleton and the remaining developments not yet complete all have sales secured for the sections.
- 131 Mr Sellars evidence provided detailed analysis of the Prebbleton Market which he concluded was *“a dysfunctional market where there is virtually no current supply or choice with uncompetitive market practices being adopted by vendors and extreme price escalation.”* His evidence was that price escalation is greater in Prebbleton than other parts of the regional market reaching a level of 100% in the past 12 months.
- 132 It is notable that the popularity of Prebbleton clearly increased markedly with the closure of the Meadow Mushrooms factory which had an extensive odour history.
- 133 Mr Langman commented on Mr Colegrave’s evidence but the Regional Council and City Council did not present any technical evidence on the Housing and Business Capacity Assessment addressing the technical issues raised, other than to note that the HBA had been peer reviewed.
- 134 The principal position adopted by Mr Langman was that Change 1 to the CRPS has put in place Future Development Area which are sufficient to meet short and medium term demand. In Selwyn this planned growth is limited to Rolleston. In response to this Mr Sellars commented *“The townships of Prebbleton and Lincoln are quite different to Rolleston in terms of urban density, rural location, setting and property prices. In my opinion purchasers of residential property in these two*

townships would be unlikely to consider Rolleston as an alternative. Therefore I do not consider the locations and housing typologies are interchangeable between Prebbleton / Lincoln and Rolleston.”

- 135 The third expert witness for the proponent in this area was Mr Christopher Jones who is a real estate agent trading in the Selwyn District. He further supported the position that the supply of sections in Prebbleton is “non existent”, with little immediate prospect of new sections in the foreseeable future without further plan changes.
- 136 I am satisfied on the evidence presented that the supply of new sections in Prebbleton has been exhausted. It is a location of high popularity which has good accessibility to Key Activity Centres in Halswell and Hornby and well as the KACs in Selwyn. PC 72 will provide approximately 300 potential sections for development. However, given the multi ownership position, there remains some risk that not all parts of the development move forward at the same pace. The extreme market position, however, provides material incentive.
- 137 Notwithstanding the above, regard must still be had to the policy framework for Selwyn and Greater Christchurch and I address this in later sections.

7.3 THE OPERATIVE SELWYN DISTRICT PLAN

- 138 Section 32(1)(b) requires examination of whether the proposed plan change provisions are the most appropriate way of achieving the District Plan objectives. There are several objectives and policies specific to the form and development of Prebbleton township itself. There are also objectives and policies addressing urban form and residential amenity generally.
- 139 Mr Cleese notes **Objective B4.3.3** and **Policy B4.3.1** which seek that within the Greater Christchurch area, new residential development is contained within existing zoned areas or priority areas identified within the CRPS. In essence these provisions give effect to the CRPS direction regarding growth areas. I explore this matter in depth in the following sections.
- 140 The applicant provided an assessment of the proposal against the District Plan’s objectives and policies which Mr Cleese generally agreed with and noted that:
- **Objective B4.3.6** seeks to ensure that Living Z areas achieve an average net density of at least 10 households per hectare;
 - **Objective B3.4.4** and **Policy B4.3.6** seek that the growth of townships achieves a compact urban form where practical;

- **Policies B4.3.7 and B4.3.8** require the provision of an ODP and the identification (as appropriate) of principal roads, stormwater and parks, integration or upgrades with infrastructure, and any other methods necessary to protect important features;

- **Objective B.3.4.5** seeks that urban growth provide a high level of connectivity within the development and with adjoining land areas and will provide suitable access to a variety of forms of transport.

141 I agree that PC 72 is in line with these provisions.

142 The District Plan also contains two specific policies that guide the direction of growth in Prebbleton. These *two policies are as follows:*

Policy B4.3.64 seeks to “encourage land located to the east and west of the existing Living and Business zones, being those Living and Business zones that adjoin Springs Road, which is located as close as possible to the existing township centre as the first preferred areas to be rezoned for new residential development at Prebbleton, provided sites are available and appropriate for the proposed activity”.

Policy B4.3.65 seeks to “discourage further expansion of Prebbleton township north or south of the existing Living zone boundaries adjoining Springs Road”.

143 I agree that PC72 aligns with both these policies. It does not result in a north or southward expansion along Springs Road. It is located to the east of the existing Living 3 zone to the west of Birchs Road and is located as close as possible to existing suburban areas.

144 I also agree with Mr Cleese that there is no requirement for me in this recommendation to consider the Proposed Selwyn District Plan. That will be separately considered through the Proposed Plan hearing process.

7.4 CANTERBURY REGIONAL POLICY STATEMENT

145 The discussion above focusses on the narrow and interim nature of Change 1. It raises some rather fundamental concerns about the foundations of growth planning and the PIB. I consider that this does colour how the District Plan should give effect to Objective 6.2.1 (3) which seeks to specifically “avoid urban development outside of existing urban areas or greenfield priority areas for development unless expressly provided for in the CRPS.”

146 I note that Ms Aston as part of the Plan Change request at Appendix 13 provides her evaluation of the proposal against relevant policies in the CRPS. In this regard I note that alongside Objective 6.2.1 which is very directive is Objective 6.2.2. This is headed “Urban form and settlement pattern” and requires the management of the urban form and settlement pattern 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 area , by” amongst other matters “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.”

- 147 This objective, therefore, requires “sustainable and self sufficient” growth of Prebbleton.
- 148 The very next objective being 6.2.3. has the heading “sustainability” and can reasonably be interpreted as stating the tests for sustainability that should be applied to the limb of Objective 6.2.2 quoted above.
- 149 In that regards I am satisfied on the evidence presented that:
- (a) PC 72 provides for quality living environments incorporating good urban design.
 - (b) PC 72 retains one area of special amenity and has no areas of historic heritage value.
 - (c) No values of importance to tangata whenua have been identified
 - (d) PC 72 provides for a range of densities.
 - (e) PC 72 is healthy, environmentally sustainable, functionally efficient and prosperous.
- 150 So if PC 72 meets the sustainability test, the other test is self sufficiency. Given there is currently no future growth provided for in Prebbleton then growth that provides a strong connection with new park facilities and a strong southern edge has accessibility to public transport and two key Activity Centres can reasonably be regarded as self sufficient growth that achieves consolidation of the Prebbleton township.
- 151 So the inherent conflict in giving effect to the CRPS is that the evidence is that Map A does not provide for future growth of Prebbleton and, therefore, in this case Objective 6.2.1 is in direct conflict with Objective 6.2.2. Consequently, I do not consider that inconsistency with Objective 6.2.1 is an absolute bar to a recommendation in favour on PC 72. I reach that finding solely on the content of the CRPS before giving consideration to the NPS UD which I now address.

7.5 NATIONAL POLICY STATEMENT ON URBAN DEVELOPMENT 2020

- 152 I agree with Mr Wakefield’s submission that determination of whether a Plan Change is giving effect to the NPS UD requires consideration of all relevant elements of the NPS. The NPS UD places clear requirements on both regional policy statements and district plans. Both Canterbury Regional Council and Selwyn District

Council are classed as Tier 1 local authorities. Ms Aston provided an updated assessment of the NPS UD as an Appendix to her evidence and the legal submissions and evidence of Mr Langman and Mr Cleese are also important.

- 153 *Objective 1: New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.* This objective incorporates parts of Section 5 of the Act and can be seen as Mr Wakefield submitted as the overall purpose of the NPS UD. Its application however links closely to policy 1 which states:

Policy 1: Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum:

(a) have or enable a variety of homes that:

(i) meet the needs, in terms of type, price, and location, of different households; and

(ii) enable Māori to express their cultural traditions and norms; and

(b) have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and

(c) have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and

(d) support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and

(e) support reductions in greenhouse gas emissions; and

(f) are resilient to the likely current and future effects of climate change.

- 154 I am satisfied that PC 72 will enable a variety of homes. It is required to meet a density of 12 households per hectare and this will include some medium density housing. The future insertion of the Medium Density Residential Standards will also enable higher densities of development and more variety.

- 155 The location is within cycling distance and even walking distance to two Key Activity Centres which are also major employment centres. The location is adjacent to a new sizeable park development. Further, the evidence is that additional land supply is essential to the recovery of a competitive land market for housing. Given the level of accessibility it can reasonably be expected to support reductions in greenhouse gas emissions and, subject to detailed stormwater design, is not subject to any future hazards. I find that PC 72 gives effects to Objective 1 and Policy 1.

- 156 Objective 2 requires this decision to support competitive land and development markets. The evidence on this is compelling and PC 72 supports this objective.
- 157 Objective 3 is:
- Objective 3: Regional policy statements and district plans enable more people to live in, and more businesses and community services to be located in, areas of an urban environment in which one or more of the following apply:*
- (a) *the area is in or near a centre zone or other area with many employment opportunities*
 - (b) *the area is well serviced by existing or planned public transport*
 - (c) *there is high demand for housing or for business land in the area, relative to other areas within the urban environment.*
- 158 The site is close to employment centres and there is a very high demand for housing. While there is bus public transport there is also potential to improve services. This Objective only requires “one or more” to apply. PC 72 gives effect to this Objective.
- 159 Alongside this Objective is Policy 2 which states: *Tier 1, 2, and 3 local authorities, at all times, provide at least sufficient development capacity to meet expected demand for housing and for business land over the short term, medium term, and long term.*
- 160 This aspect is clearly in dispute. The evidence in relation to Change 1 to the RPS and the evidence of Msrs Colegrave, Sellars and Jones is very evident that there is demand at Prebbleton that is not being met and that this cannot be expected to be met by increased supply in Rolleston. Clearly PC 72 with a modest supply of 300 lots, where none are currently available, will assist in both the Regional Council and District Council meeting this requirement. I also note that this Policy refers to “at all times”. It is, therefore, not acceptable to argue that this matter should await the development of a Spatial Plan and then full review of the CRPS.
- 161 Mr Wakefield has argued at para 2.9 of his submissions that *“so long as this framework achieves the outcomes sought by the NPS UD it is submitted that there should be no reason why it cannot be considered a valid approach to giving effect to the NPS UD.”* However, the evidence is that Policy 2 is not being achieved, consequently the current CRPS framework is not a valid approach at this time.
- 162 Objective 4 is *New Zealand’s urban environments, including their amenity values, develop and change over time in response to the diverse and changing needs of people, communities, and future generations.*
- 163 PC 72 provides appropriately for the amenity of the location and adopts high quality urban design. Its relationship to Birchs Road Park likely distinguishes it from other

proposed plan changes being processed. From an urban design angle the agreed evidence is that PC 72 is not simply appropriate, it is necessary.

164 Objective 5 relates to Treaty of Waitangi principles which is a requirement of the Act in any case, however, no considerations in this regard have been raised with me.

165 Objective 6 is as follows:

Objective 6: Local authority decisions on urban development that affect urban environments are:

- (a) integrated with infrastructure planning and funding decisions; and*
- (b) strategic over the medium term and long term;*
- (c) and responsive, particularly in relation to proposals that would supply significant development capacity.*

166 There is always some risk with private plan changes that they are not adequately integrated with funding and other strategies. However, in this case there are no material infrastructure funding implications and in a local sense the link with the Park means that the proposal has strategic merit. Alongside this, is that this decision is “responsive”. The use of the term particularly means that irrespective of whether PC 72 amounts to significant development capacity the decision must still be responsive in the sense of fully assessing and evaluating a proposal on an evidence basis.

167 This objective lines up with Policy 8 which was the subject to considerable submissions and evidence.

168 Policy 8 states:

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

- (a) unanticipated by RMA planning documents; or*
- (b) out-of-sequence with planned land release.*

169 Private plan changes are often unanticipated in a strategic sense and may be considered out of sequence if there is a planned staging of land release for development. However, it may also be that the opportunity has not been identified and considered in the local authority planning.

170 I have already found that PC 72 does contribute to a well functioning urban environment.

- 171 In terms of the applicable ‘urban environment’ Mr Langman considered this should be the Greater Christchurch area, while Mr Cleese and Ms Aston consider that this should be considered in the context of Selwyn Inner Plains townships. Importantly urban environment is defined in the NPS UD as follows:
- “means any area of land (regardless of size, and irrespective of local authority or statistical boundaries) that:*
- (a) Is or is intended to be urban in character; and
 - (b) Is or is intended to be, part of a housing and labour market of at least 10,000 people.
- 172 Prebbleton is a township of 5020 people resident in 2021. It is urban in character. It is part of a wider housing and labour market that includes Central Christchurch and the centres of Lincoln and Rolleston in Selwyn District. Importantly the definition refers to *“any area”* and *“part”* of a housing and labour market. The relevant area that is urban in character is Prebbleton. There remains a rural separation between Prebbleton and the Hornby / Halswell areas. Consequently, I find that the relevant urban area is Prebbleton.
- 173 Mr Colegrave advised that there are 1500 occupied dwellings in Prebbleton and PC 72 is expected to yield 300 dwellings. That would be an increase of 20%. I consider that is a significant addition to Prebbleton’s development capacity. I also consider it is all the more significant because of the current state of land supply.
- 174 Mr Langman’s position that the urban area is Greater Christchurch is clearly not correct because the entire area of Greater Christchurch is not *“intended to be urban in character”*.
- 175 Clause 3.8 of the NPS UD states *“Every local authority must have particular regard to the development capacity provided by the plan change if that development capacity:*
- (a) *Would contribute to a well functioning urban environment; and*
 - (b) *Is well connected along transport corridors; and*
 - (c) *Meets the criteria set under sub clause (3).; and*
- 176 Sub clause 3 to 3.8 requires every regional council to include criteria in its regional policy statement for determining what plan changes will be treated, for the purpose of implementing Policy 8, as adding significantly to development capacity.
- 177 Mr Langman confirmed that that had yet to be done. It is not for me to determine what those criteria should be beyond what is stated in the NPS UD. However, I am satisfied for the purpose of this matter that an increase in development capacity of 20% is at least significant.

- 178 As stated previously, I am also satisfied that PC 72 will contribute to a well functioning urban environment and is sufficiently well connected along transport corridors.
- 179 It is clear that further review of the CRPS to give full effect to the NPS UD is required and the process leading up to that review is underway. This will necessarily include a review of the objectives and policies of Chapter 6 and the strict directive approach of Objective 6.2.1. The NPS UD requires land use planning to be strategic but also responsive. A new policy balance will need to be achieved. I have already discussed the inherent conflict between Objectives 6.2.1 and 6.2.2. Mr Wakefield and Mr Langman express the view that approving PC 72 will undermine the core urban growth strategy established by the CRPS. However, it is clear that that core strategy has largely been completed. A review of the CRPS is underway, a new strategy is required with an approach that gives effect to the NPS UD.
- 180 The CRPS contains a more detailed land use strategy than other Regional Policy Statements. This tracks as far back as 2007 and provided the basis for the clear and certain response to post earthquake recovery and rebuilding. Mr Langman commented that the approach is an example of what the review of the Resource Management Act has found to be lacking in other parts of the country ie a clear land use strategy. I largely agree, but the framework of the NPS UD and the need to continue to respond to housing capacity challenges means that a more flexible and responsive approach is required. For example, the MFE issued guidance on ‘Understanding and implementing the responsive planning policies’ states that future development strategies may identify where development is to occur but should not “represent an immovable line.”
- 181 Further, I disagree with Mr Wakefield that the proper approach is to “attempt to reconcile the NPS UD and RPS in a manner accords with the wider statutory context”. It is clear that Change 1 amounts to only partial implementation of the NPS UD with “interim” measures. It is appreciated that review of the CRPS is not an overnight task, however, the objectives and policies of the NPS UD cannot be disregarded because they have not yet been addressed in the CRPS.
- 182 A further key argument in Mr Langman’s evidence and referred to earlier is that the Spatial Plan should be completed before PC 72 is determined. Given the compelling evidence on development capacity at Prebbleton and the overall merits of the form of residential development in this location, I do not accept that such delay is justified. Indeed, as Mr Nicholson commented at the hearing, the merits of PC 72 are such that it is most unlikely that it would not feature in any future Spatial Plan. As it is, this plan change will be subject to some delay due to the requirements for a variation to add in the Medium Density Residential Standards.

183 I therefore find that PC 72 gives effect to the requirement of the NPS UD. PC 72 also gives effect to Objectives 6.2.2 and 6.2.3 of the CRPS. PC 72 does not give effect to Objective 6.2.1 however I give this less weight in the overall evaluation because it is not a sustainable form of objective under the NPS UD.

6. EVALUATION AND RECOMMENDATIONS

184 In section 2 of this report I identified the statutory considerations that I need to consider. The proponent accepted ahead of the hearing that the originally proposed Living 3 area should be changed to Living Z in accordance with the recommendations of the s42A report. I agree with that change.

185 In addition, the hearing process has refined some of the Outline Development Plan proposals resulting in a high level of agreement between experts.

186 I have made recommendations on a minor wording change in relation to the Drinnans concerns on stormwater. Beyond that, I have found that the Drinnans submission to extend the area of land zoned for development is beyond the scope of the plan change but does need to be addressed through the Proposed District Plan hearing process.

187 I have considered in some detail the principal issues around the CRPS and NPS UD and have concluded that PC 72 gives effect to the NPS UD and should be given more weight than Objective 6.2.1 which is being reviewed.

188 In terms of Section 32, the proposal does not include any new objectives or any changes to the objectives in the Operative District Plan. The section 32 assessment provided with the Plan Change Request at para 5 describes the stated purpose of PC72 as *“to change the zoning of the application site in the Operative District Plan from Rural Inner Plains to Living Z and Living 3 residential zones in a controlled and managed way through a development Plan (Prebbleton Outline Development Plan 5) and by adopting, as far as possible, the Operative District Plan planning zones and subdivision, activity, and development standards”*

189 Section 32AA requires a further evaluation of any changes made as a consequence of this recommendation report from that publicly notified.

190 This requires further consideration *“Whether the Provisions in the Proposal are the Most Appropriate way to Achieve the Objectives?”* Notably in this case the Plan Change Request proposed a preferred option but evaluated three alternative options for consideration. Mr Cleese considers each of these options in terms of best fit with the operative District Plan policy framework in his s42A report along with retention of the rural zone and the Christchurch City Council submission seeking a minimum

density of 15 households per hectare. This includes the outcome recommended in Mr Langman's evidence which was to rezone the entire site Living 3.

- 191 In terms of retention of the rural zone I agree with Mr Clease and Ms Aston that given that this site has long been identified as suitable for rural residential development, the current shortage of land for housing in Prebbleton and the important Park connection, this option is not considered the most appropriate way to achieve the objectives of the Plan.
- 192 These factors also weigh against the Living 3 option which fails to use suitable land efficiently. Mr Langman argues that this should be the option adopted to ensure a supply of rural residential land. But he then points to the CRPS policy 6.3.9 (7) which states that rural residential areas should not be regarded as in transition to full urban development. A Living 3 zone applied now could easily result in a Spatial Plan recommendation for full residential and effectively could result in a significant lost opportunity.
- 193 I agree with Mr Clease that the build-out of available land, combined with the directions in the NPS UD and the park development are all material changes in both the policy framework and the physical environment since the site was identified for rural residential development. He reports that a key driver of the rural residential strategy was to locate very low density development in township edge locations where rural residential dwellings would form a transition or edge to the rural area. This edge outcome is now able to be better provided by the development of the new 22 hectare park which establishes a large and permanent edge to the southern side of Prebbleton. The urban design advice is firmly against the Living 3 option.
- 194 Importantly the proponent adopted Mr Clease recommendation that all the site be zoned Living Z and presented their evidence on that basis. I agree that full Living Z is more efficient than leaving the Tuff block Living 3 when there is no resource management justification to do so. As Mr Clease points out if the Tuffs wish to retain their current lifestyle block then they are free to do so.
- 195 This is the principal change arising from this process other than refinements to the Outline Development Plan which do not fundamentally alter the Plan Change.
- 196 The Preferred option was Option 2 in the s32 assessment submitted with the Plan Change Request. In terms of the matters considered in the section 32 the change to include the Tuff Block as Living Z will have the following consequences in terms of costs and benefits:
 - Reduced servicing costs with stormwater infrastructure shared over a great yield.
 - Increased development contributions.

- Greater traffic generation but with no associated adverse effects.
 - Potentially an additional 20- 30 units of housing stock.
 - Removal of one additional shelterbelt.
 - Enables overall density minimum of 12 households per hectare.
- 197 In terms of efficiency and effectiveness it will provide overall a more efficient use of land and is a logical extension to the township with established lower density to the east and park to the south. Overall, it is an efficient and effective small contribution to the challenges of the NPS UD.
- 198 In relation to density, I also note that a density minimum of 15 households per hectare was sought as secondary relief by CCC. The proposal is for a minimum net density of 12 households per hectare, and is therefore consistent with the CRPS, which only requires a minimum net density of 10 household units per hectare in greenfield areas in the Selwyn District. Mr Cleese notes that a density of 12 hh/ha is the standard minimum density that has been applied to recent Living Z greenfield areas in the District Plan. This will include some medium density housing and clearly the overall density is increased with the change to the Tuff Block.
- 199 I note Mr Cleese comment that a density of 12hh/ha does represent an increase in density relative to other recent housing developments in Prebbleton and that it is not appropriate to further increase this given the subdivision complexities of exiting dwellings.
- 200 In terms of effectiveness I also note that the existing Living Z framework with Outline Development Plan is a well established approach that has proven to be effective and I do not consider there is a need at this late point in the life of the operative plan to start exploring different models.
- 201 In terms of Part 2 I agree with Mr Cleese that there are no section 6 matters in play and that the proposal is an efficient use of natural and physical resources (s7(b)). Servicing for this site can be achieved without compromising the ability to service other growth areas. Connectivity has been improved during the course of the hearing and adopted in this recommendation. As a result, I am satisfied that the provisions achieve the requirements of the maintenance and enhancement of amenity values (s7(c)) and the maintenance and enhancement of the quality of the environment (s7(f)).
- 202 As a result, I am satisfied that PC 72 as now recommended is in accordance with the statutory considerations that apply.
- 203 I consequently recommend as follows:

1. That Selwyn District Council approve PC 72 to zone the land shown in the ODP Plan in Appendix 1 Living Z.
2. That the Operative Plan Maps be amended accordingly and the Outline Development Plan Map and narrative attached as Annexure 1 be inserted into the Operative District Plan.

A handwritten signature in blue ink, appearing to read 'Paul Thomas', is written over a light blue rectangular background.

Paul Thomas

30 March 2022

ANNEXURES

- 1. Commissioner's Recommended Outline Development Plan Narrative and Plan.**
- 2. Recommendations on Submissions.**

ANNEXURE 1

Commissioner's Recommended Outline Development Plan Narrative and Plan.

Prebbleton Outline Development Plan – Area 5.

Context

This Outline Development Plan (ODP) covers an area of 28.7ha bounded by Trices Road to the north, Birchs Road to the west and Hamptons Road to the south (the Site). The Site is contained by residential land to the north, rural land to the east, large lot residential to the west, and the Birchs Road Park to the south of Hamptons Road.

Land Use and Density

A minimum net density of 12 households per hectare (approximately 320hh) shall be achieved, averaged over the Site.

The Living Z (LZ) zone allows for a range of lot sizes, which responds to the context of the surrounding area and supports variety in dwelling styles and diversity in housing typologies including medium density developments.

The ODP provides suitable locations for medium density housing. These will be appropriately located within the Site and adjacent to:

- high amenity open green space that assists in providing a sense of scale, connectivity, and accessibility
- low traffic, high amenity street environments
- primary road corridors with high amenity cycling, pedestrian and /or public transport facilities
- stormwater management areas (SMAs)/ utility reserves

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

The ODP allows for existing dwellings and related curtilage /garden areas integrated in the final layout if this is required. Larger lots, within the scope of the LZ zone, may be required adjacent to areas where existing trees and or dwellings are retained to allow for slightly larger setbacks avoiding shading. Any reduction in density resulting from this integration can be offset by an increase in medium density areas, or by identifying larger sites retaining existing dwellings and related garden areas as future development areas, provided at subdivision stage, it can be illustrated how these sites can be further subdivided to achieve an average density of 12 hh/ha. Consent notices on these larger site titles may be imposed to require future potential subdivision at this ultimate required density.

At the time of subdivision, consultation with Ministry of Education will consider whether it is appropriate and necessary for any land to be provided for education purposes within the Site, and the appropriateness of any amendments to the ODP to accommodate this.

Open Space, Recreation, and Community Facilities

Two public open spaces are included within the site to add amenity to the neighbourhood, give relief for more compact residential clusters, and provide residents with the opportunity for recreation.

A small neighbourhood reserve is located on the north south primary road just south of Trices Road. This will provide long-term protection for a group of established, specimen trees and will function as the 'green gateway' into the Site. It will also offer a 'spatial break' and casual meeting place for the community.

The SMAs in the south-east of the Site create similar focal points, albeit much larger in scale. The SMAs main purpose will be a utility reserve however the ephemeral nature of these means that they are dry for most of the year and will double as temporary recreational space.

Access and Transport

The arrangement of movement corridors will ensure the proposed future development is:

- integrated with the surrounding context
- anticipates future connection as required
- provides appropriate internal connectivity within the Site.

The roading network is focused around a direct north-south and a direct east-west primary road to facilitate access to the Site and connections to the neighbourhood.

The main north-south route connects Trices Road with Hamptons Road creating a link for vehicles, pedestrians and cyclists between the township and Birchs Road Park. It includes a separate shared pedestrian cycle way to facilitate a separation of these traffic modes and a safe environment for all users.

The second major connection runs east-west through the Site directly linking Birchs Road to future possible residential development to the east of the Site. This route also includes a separate shared pedestrian cycle way.

Birchs Road provides alternative walking and cycling options (including the Rail Trail) to the town centre and the local primary school and will give easy access to the existing public transport route between Lincoln and Christchurch City providing a good alternative to commuting by car.

Further connectivity within the Site and to immediate neighbours is provided through additional local roads (to be confirmed at detail subdivision stage) to all desirable destinations such as the neighbourhood reserve and the SMAs. These roads will provide safe on road cycling options and footpaths to complete the pedestrian and cycle friendly environment. A finer grained connectivity to the surrounding areas is provided via local roads and pedestrian and cycle paths:

- two additional potential road connections to Trices Road
- one additional potential road connection to the east
- one additional shared pedestrian / cycle path (off road) connection to Hamptons Road
- one additional shared pedestrian / cycle path (off road) connection to Birchs Road.

The overarching road layout creates the key connectivity through the Site and integrates new residential development into the existing neighbourhood and wider Prebbleton development pattern along established movement corridors. It provides a variety of different access points into the Site and delivers a well laid out distribution network for the Site with a clear road hierarchy and logical movement patterns. It avoids the creation of vehicular shortcuts through the Site whilst focusing on a high amenity, permeability, and safety for non-vehicular users.

Pedestrian and Cycling Network

Cycling and walking are provided for by a mix of separate dedicated shared cycle and pedestrian paths within the road reserve, and off-road cycle and pedestrian paths through reserve and SMAs. Within the local street network cyclists can safely share the road with vehicles due to the lower traffic movements and introduction of traffic calming measures. The combination of the pedestrian and cycle provisions allow a safe and enjoyable journey through the residential areas to the sporting and recreational facilities in Birchs Road Park, the neighbourhood reserve, SMAs, neighbouring residential areas, and links to existing pedestrian and cycle paths, including the Rail Trail and cycleway to Prebbleton Domain via Stonebridge Way. The main north-south road connection may present an opportunity to re-route the Rail Trail through the Site subject to consultation with relevant parties and appropriate design at subdivision stage.

A shared pedestrian / cycle path will be provided on Hamptons Road along the Birchs Road Park frontage between the Birchs Road intersection and the main north-south road connection.

A shared pedestrian / cycle path will be provided on Trices Road along the entire frontage that abuts the Site. A safe crossing is to be provided on Trices Road near Stonebridge Way. Any shared pedestrian / cycle path between private properties is to be of a minimum 10m width with provision for amenity landscaping planting and controls on fencing height and permeability.

Road frontage upgrades

The Trices Road, Birchs Road and Hamptons Road frontages are to be upgraded to an urban standard in accordance with the Council's Engineering Code of Practice. All frontage upgrades are to be developed in consultation with SDC and where suitable provide direct access to properties.

At the time of subdivision, the need for and nature of minor safety improvements at the Trices Road / Birchs Road intersection will be considered in consultation with Selwyn District Council.

Edge treatment – Rural

Edge treatment of rural style fencing and additional landscaping to the eastern boundary will provide an appropriate visual screen and rural character. This is to be addressed via developer covenants at subdivision stage.

Edge treatment - Rail Trail

Where properties have a direct interface with the rail trail and /or a shared pedestrian / cycle way passive surveillance and sightline are to be considered for safety reasons. This is to be addressed via developer covenants at subdivision stage.

Edge treatment – Reserves

The current fencing rules as contained in the Council Fencing Guide will provide appropriate levels of passive surveillance where properties share a boundary with a reserve.

Servicing

The Site can be serviced by connections into the existing Council services for water and sewer. Allotments will be serviced by a gravity network which in turn will require a new pumpstation.

The stormwater management system is designed to achieve hydrologic neutrality, i.e. peak flows post development match pre-development peak flows. The use of SMAs best achieves that; it has the added advantage of being designed to provide an open recreation space with walkways and appropriate plantings to add to the amenity and quality of the environment within the development. The stormwater system design takes into account the nature of flooding through the Site.

Detailed stormwater solutions, including legal stormwater outfall location, are to be determined in collaboration with the Council at subdivision stage and in accordance with Environment Canterbury requirements.

ANNEXURE 2

Recommendations on Submissions.

Recommendations by submission point

Submitter ID	Submitter Name	Point #	SDP Topic	Position	Summary	Decision Requested	Commissioner Recommendation	Reason For Recommendation
PC72-0001	Katrina Studholme	001	Residential and Business Development		Prebbleton will lose its village like rural qualities. We have enough little sections elsewhere. What makes Prebbleton unique is the village rural qualities, so living zone 3 or 3A only.	Amended, Preferred options, are option 2 or 3, where land is rezoned to living 3 or living 3A.	Decline	Fails to make efficient use of the land in a suitable location.
PC72-0001	Katrina Studholme	002	Utilities		There will be less pressure on stormwater systems and other infrastructure.	Amended, Preferred options, are option 2 or 3, where land is rezoned to living 3 or living 3A.	Decline	The expert evidence is that infrastructure needs can be accommodated.
PC72-0003	Scott Watson	001	Transport Networks		<p>Since the major Residential Developments in the area, Traffic on Birches and Trices Rd has increased significantly. There is now major risk to pedestrians, cyclist, and children. Increased accidents at intersections, difficulty in crossing the road and major road noise are all issues.</p> <p>Further residential development will make this worse.</p> <p>The situation is compounded when Birches Rd meets Springs Rd within the Prebbleton Village. Even without further development a bypass for Prebbleton Village and direct connection the Southern Motorway needs to be considered</p>	Decline application and retain current Zoning	Accept in part.	Road frontages will be upgraded including shared paths with shared paths through the development.
PC72-0004	Peter Grundy	001	Transport Networks		I dispute that "transport matters are resolved". 5 new intersections on Hamptons will impact 80km/h ring road flow bypassing village. Access to Shands will become a bottleneck.	Decline plan request until Hampton/Springs and Hamptons/Shands intersection are upgraded and traffic impact investigated.	Decline	Improvements are planned for these intersections in 2024.25 irrespective PC 72.
PC72-0005	Hamish Crombie	001	District Plan General		<p>The statement appears highly subjective and for the benefit of the applicant. Stating that this rezoning is "both appropriate and necessary" is unfounded.</p> <p>Would the determination of necessary not sit with Council as part of wider planning activities, not through a private submission?</p> <p>How has the applicant determined that this is necessary, or appropriate? There is no clear supporting evidence for this statement.</p> <p>There are a number of possible zoning changes to allow for further subdivisions (both in Prebbleton and nearby to</p>	Decline	Decline	The Plan Changes are separate recommendations that can take into account recommendations made at that time. On balance the evidence supports a recommendation to approve the Plan Change.

Submitter ID	Submitter Name	Point #	SDP Topic	Position	Summary	Decision Requested	Commissioner Recommendation	Reason For Recommendation
					Lincoln University) being proposed to Council and these need to all be considered together, not as if these are independent and stand alone. The impact on the community, infrastructure, traffic volumes and supporting services (including the school) will be the sum of the parts, not each in isolation.			
PC72-0005	Hamish Crombie	002	Residential Density		The use of out of date information for statistical analysis and comparison is misleading. The quoted dwelling numbers are from 2018, after which time there has been considerable building, including further subdivision of land for residential use, and the approved plan for two retirement complexes. The village is already considerably larger (both built & approved to build) than this document states. Additionally, and as noted above with 3.a., there are a number of possible rezoning proposals being considered and these must be considered in total, not independent of one another. Why is this level of density required for this land? Rezoning of Prebbleton fringe land for this density does not appear to "contribute to a well-functioning urban environment". Allowing rezoning to accommodate large sections (e.g. 2,500 to 5,000 sqm) could also provide the "bridging the existing urban area to the proposed Birches Road reserve" (per Reason for Request 3.b.), without introducing a level of density that is not well suited to this location.	Decline	Decline	Extensive evidence was received on the current land and housing market. The density proposed will make efficient use of land which is well located for growth.
PC72-0024	Laura Chisholm	FS001	Residential Density	Oppose	<i>"accommodate large sections (e.g. 2,500 to 5,000 sqm)" - suggested section sizes too small.</i>	<i>Amend - 5000m2 sections minimum for this rezoning. In line with Living 3 or similar.</i>	<i>Decline</i>	<i>Living Z is overall more appropriate for this land</i>
PC72-0005	Hamish Crombie	003	Utilities		This statement "There is no additional cost to the Council in re-zoning the Site as there is capacity in the public utilities and the existing road network, including planned upgrades" cannot be accurate. Any increase in properties and the use of infrastructure can only increase the cost of delivering and maintaining these services.	Decline	Decline	The District Plan is required to provide sufficient development capacity for short, medium and long term.

Submitter ID	Submitter Name	Point #	SDP Topic	Position	Summary	Decision Requested	Commissioner Recommendation	Reason For Recommendation
PC72-0005	Hamish Crombie	004	Utilities		The statement "There is no additional cost to the Council in re-zoning the Site as there is capacity in the public utilities and the existing road network, including planned upgrades" cannot be accurate. Any increase in properties and use of infrastructure can only increase the cost of delivering and maintaining these services. This statement "There is no additional cost to the Council in re-zoning the Site as there is capacity in the public utilities and the existing road network, including planned upgrades" cannot be accurate. Any increase in properties and use of infrastructure can only increase the cost of delivering and maintaining these services.	Decline	Decline	The District Plan is required to provide sufficient development capacity for short, medium and long term.
PC72-0006	Glenn Laing	001	Subdivision of Land		This subdivision will impact the village feel of Prebbleton	Not stated	No recommendation as no decision requested.	
PC72-0007	Matthew Crozier	001	Residential and Business Development		I Agree this has considered Birches Road reserve, however too many housed in this development will devalue the area and increase pressure on local facilities and services	Decline	Decline	No evidence presented to support these contentions.
PC72-0007	Matthew Crozier	002	Transport Networks		Future planning Proposed are 290 sections and later development of 5 large sections. The local roads around this subdivision require a traffic assessment. There are three roads affected, footpaths and the Little River Cycle way. Given the proposed medium density housing proposed; the 290+ sections could generate upwards of 600 additional vehicle movements in the area as most households now have 2 vehicles. The proposed road cross section referred to in PPC 4.1.2.3 are 8m wide which is not wide enough for parking both sides and service/ emergency vehicles.	Selwyn DC to oppose the development of PCN 72 until amount of sections reduced, future traffic assessment is complete, road cross section are increased to fit parking and service/ emergency vehicle access, Local roads to be upgraded, and the amount of sections is reduced to increase individual section size.	Accept in part	Traffic assessment has been undertaken, and road frontages will be required to be upgraded including shared paths.
PC72-0007	Matthew Crozier	003	Transport Networks		Prebbleton is a linear town which is focused around the car, additional 600 vehicle movements, all businesses in the area are not equipped for additional parking requirements. Access to Birches road is not considered for the safety of the traffic from Lincoln nor the cycle path.	Selwyn DC to oppose the development of PCN 72 until amount of sections reduced, future traffic assessment is complete, road cross section are increased to fit parking and service/ emergency vehicle access, Local roads to be upgraded, and the	Accept in part	Traffic assessment has been undertaken, and road frontages will be required to be upgraded including shared paths.

Submitter ID	Submitter Name	Point #	SDP Topic	Position	Summary	Decision Requested	Commissioner Recommendation	Reason For Recommendation
						amount of sections is reduced to increase individual section size.		
PC72-0007	Matthew Crozier	004	Utilities		Stormwater egress to Crosslands Drain Proposed are an additional 290+ sections with undetermined additional sections. Stormwater from 290+ sections and 600 vehicles over confined driveways and roads will be channelled in to local Crosslands Drain and infiltration to ground. There is no treatment considered for the additional contaminants in the stormwater. Nor the damage to the local environment, flora or fauna of Crosslands Drain.	Selwyn DC to oppose the development of PCN72 until ecological impact assessment of Crosslands drain is completed at the expense of the developers and a suitable treatment option is put in place, and the amount of sections is reduced to increase individual section size.	Decline	Expert evidence is that stormwater proposals are appropriate and will be subject to specific design and approval through the subdivision consent process. This will include treatment.
PC72-0007	Matthew Crozier	005	Waste Disposal		Wastewater infrastructure in Selwyn District Council will need to be upgraded as mentioned in the proposal. 290+ sections will add considerable wastewater to this system. this amount of sections will increase demand on an area which is not built to sustain an additional 290+ households.	Selwyn DC to oppose the development of PCN72 until amount of sections is reduced to increase section size, also developers to invest in the local wastewater prior to construction of the development.	Decline	At the consenting stage development contributions will be levied for infrastructure including wastewater.
PC72-0008	Jamie Powell	001	Transport Networks		The roading in Prebbleton is already congested and the Birchs and Trices Road corner is notorious for crashes.	Decline	Decline	This intersection is programme for safety improvements irrespective of PC 72.
PC72-0008	Jamie Powell	002	Residential Density		290 approximately will end up easily being 300+ sections and houses. Should be a Maximum number of 290 and not an approximate number	Amend to specify max number of houses	Decline	Expert evidence is that a minimum of 12 households per hectare is appropriate.
PC72-0024	Laura Chisholm	FS002	Residential Density	Oppose	"Maximum number of 290" - suggested maximum lot number too high.	Amend - 5000m2 sections minimum for this rezoning. In line with Living 3 or similar.	Decline	Expert evidence is that a minimum of 12 households per hectare is appropriate.
PC72-0008	Jamie Powell	003	Non-District Plan		Pine trees are already being cut down from one of the pieces of land already, were they causing any issues? Thought the goal was to reduce CO2 emissions not create more....	Decline	Decline	Pine trees are not protected. However edge treatment will be approved through subdivision consents as per the ODP.
PC72-0008	Jamie Powell	004	Transport Networks		Lincoln is only expanding. I personally think roading needs to be fixed and sorted because at 7am on a	Not stated	Decline	Traffic effects of PC 72 have been assessed by two

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					weekday it's a nightmare to get on to Springs Road off of Birchs Road.			expert witnesses and taken into account in the ODP.
PC72-0008	Jamie Powell	005	Transport Networks		Birchs Road is still roaded in 100km chip not 50km road chip yet the worry is to get more cars on an already busy set of roads.	Not stated		Traffic effects of PC 72 have been assessed by two expert witnesses and taken into account in the ODP.
PC72-0010	Owen Homan-Booth	001	Residential Density		I don't want further high density housing built into our village, it invites miscreants into the area, puts further pressure on the traffic infrastructure and threatens the very reason we shifted to Prebbleton. For peace and quiet.	Amend/ Rezone to living 3	Decline	<i>Expert evidence is that a minimum of 12 households per hectare is appropriate.</i>
PC72-0011	Claire Thomason	001	Residential and Business Development	Oppose	<p>I oppose change of the zone to Living Z which would then become General Residential Zone in the Proposed Selwyn District Plan. Currently Trices Road is the Southern boundary of the Prebbleton township. Council records indicate that the township boundary could move to Hamptons Road.</p> <p>The Proposed Selwyn District Plan states that Large Lot Residential Provide a transition between the township and the surrounding rural area' therefore it would be more appropriate and more in keeping with the Selwyn District plan for the proposed development to be Large Lot Residential.</p> <p>Other housing areas/developments nearby are either Living 3 - Stonebridge Way to the north of the proposed development, Living 2A to the west on the proposed development on south side of Trices Road, Living 3 to the north west of the proposed development on the north side of Trices Road and Living 2 - Confer Grove to the west of the proposed development. Allowing the land to be re-zoned into 290 sections with the largest being approx. 700 sqm is not blending the residential into the rural and is not in keeping with the surrounding properties.</p>	Amend the zone change to Large Lot Residential as per New proposed Selwyn District Plan	Decline	The new Park is an important factor in the suitability for Living Z and the Expert evidence is that a minimum of 12 households per hectare is appropriate. The only nearby Living 3 is the area west of Birchs Road.

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PC72-0011	Claire Thomason	002	Transport Networks	Oppose In Part	The traffic assessment acknowledges that there is a proposed roundabout at the intersection of Springs and Hamptons but it doesn't acknowledge that that proposal also includes blocking Trices Road at Hamptons Road therefore making Trices Road a cul de sac. The traffic assessment that of 'low volume of trips via Hamptons Road' is inaccurate and hasn't taken into account the closing of Trices Road and the likely significant increase to traffic on Hamptons Road as residents will use Hamptons Road to access Springs Road given the congestion that already occurs at the Birchs Road and Springs Road intersection at peak times; or to access Shands Road and the Southern Motorway.	Give consideration to the traffic impacts of 290 dwellings on Hamptons Road	Decline	The traffic evidence for Council supports the rezoning subject to some ODP refinements. The wider network issues are addressed on a District wide basis.
PC72-0011	Claire Thomason	003	Transport Networks	Oppose In Part	Currently there is already congestion at the intersection of Birchs and Springs therefore this must increase dramatically with an extra 290 dwellings and the proposed 263 predicted peak hour trips. If residents don't use Birchs or Hamptons Roads then they will be using Trices Road heading east where there is already significant safety issues at the intersection of Trices and Tosswill.	Give consideration to the traffic impact on Trices and Birchs Roads.	Decline	The traffic evidence for Council supports the rezoning subject to some ODP refinements. The wider network issues are addressed on a District wide basis.
PC72-0011	Claire Thomason	004	Transport Networks	Oppose In Part	Birchs Road is a busy main arterial road between Prebbleton and Lincoln. While the rail trail officially runs from Hornby to Little River many people perceive it to start at the Trices Road, Birchs Road intersection as this is where the dedicated cycle way provides a safe cycling and running path for some distance; this is where many cyclists begin their cycling adventure. The proposed new road crosses the Rail Trail cycleway posing significant safety issues for cyclists and runners and would ruin the concept of safe cycleway that rail trail has established. The proposed new road entrance also enters Birchs Road in a 60km zone where cars have barely reduced their speed from 80km to 60km. The traffic assessment has not taken into consideration the safety issues that this poses - is it best safety practice to have a residential street entering a 60km	Delete/remove the road entrance onto Birchs Road, keeping and access to footpath and cycleway only.	Accept in part	The ODP includes specific measures to be considered at the consenting stage to ensure safety of rail trail users.

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					speed zone and so close to an 80km speed zone?			
PC72-0011	Claire Thomason	005	Community Facilities		Has any consideration been undertaken to the impact that 290 dwellings will have on Prebbleton School and subsequently on Lincoln High School.	Give consideration to impacts on schools and plan accordingly	Accept	Evidence was received from the Ministry of Education and the ODP has been amended to require further consultation before development.
PC72-0012	Timothy Studholme	001	Utilities		Too much pressure on Prebbleton's roading, sewerage, storm water and infrastructure.	Amend rezone to Living 3.	Decline	The expert evidence is that there will be no adverse effects for infrastructure at Living Z
PC72-0013	Greg Orange	001	Transport Networks	Oppose	Proposed are 290 sections and later development of 5 large sections. The local roads around this subdivision require a traffic assessment. There are three roads affected, footpaths and the Little River Cycle way. Given the proposed medium density housing proposed; the 290+ sections could generate upwards of 600 additional vehicle movements in the area as most households now have 2 vehicles. The proposed road cross section referred to in PPC 4.1.2.3 are 8m wide which is not wide enough for parking both sides and service/ emergency vehicles.	Amend and complete traffic, assessment, road cross section are increased to fit parking and service/ emergency vehicle access, Local roads to be upgraded, and the amount of sections is reduced to increase individual section size.	Acet in part	The road frontages are to be upgraded to an urban standard.
PC72-0013	Greg Orange	002	Waste Disposal	Oppose	Wastewater infrastructure in Selwyn District Council will need to be upgraded as mentioned in the proposal. 290+ sections will add considerable wastewater to this system. this amount of sections will increase demand on an area which is not built to sustain an additional 290+ households.	Amend to reduce amount of sections to increase section size, also developers to invest in the local wastewater prior to construction of the development.	Decline	Wastewater capacity is not a constraint.
PC72-0013	Greg Orange	002	Transport Networks		Prebbleton is a linear town which is focused around the car, additional 600 vehicle movements, all businesses in the area are not equipped for additional parking requirements. Access to Birches road is not considered for the safety of the traffic from Lincoln nor the cycle path.		Decline	Traffic evidence was carefully considered. The ODP includes measures to ensure safety at the Rail Trail side road.
PC72-0014	Ali Orange	001	Transport Networks	Oppose	Future planning - Proposed are 290 sections and later development of 5	Amend and complete traffic, assessment, road cross	Accept in part	The road frontages of all

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					large sections. The local roads around this subdivision require a traffic assessment. There are three roads affected, footpaths and the Little River Cycle way. Given the proposed medium density housing proposed; the 290+ sections could generate upwards of 600 additional vehicle movements in the area as most households now have 2 vehicles. The proposed road cross section referred to in PPC 4.1.2.3 are 8m wide which is not wide enough for parking both sides and service/ emergency vehicles.	section are increased to fit parking and service/ emergency vehicle access, Local roads to be upgraded, and the amount of sections is reduced to increase individual section size.		three roads are to be upgraded to an urban standard.
PC72-0014	Ali Orange	002	Waste Disposal	Oppose	Wastewater infrastructure in Selwyn District Council will need to be upgraded as mentioned in the proposal. 290+ sections will add considerable wastewater to this system. this amount of sections will increase demand on an area which is not built to sustain an additional 290+ households.	Amend to reduce amount of sections to increase section size, also developers to invest in the local wastewater prior to construction of the development.	Decline	Wastewater capacity is not a constraint.
PC72-0024	Laura Chisholm	FS003	Waste Disposal	Oppose	<i>"increase individual section size to a minimum of 1,000m2" - suggested section size too small.</i>	<i>Amend - 5000m2 sections minimum for this rezoning. In line with Living 3 or similar.</i>	Decline	<i>Expert evidence is that a minimum of 12 households per hectare is appropriate.</i>
PC72-0014	Ali Orange	002	Transport Networks		Prebbleton is a linear town which is focused around the car, additional 600 vehicle movements, all businesses in the area are not equipped for additional parking requirements. Access to Birches road is not considered for the safety of the traffic from Lincoln nor the cycle path.	Selwyn DC to oppose the development of PCN 72 until amount of sections reduced, future traffic assessment is complete, road cross section are increased to fit parking and service/ emergency vehicle access, Local roads to be upgraded, and the amount of sections is reduced to increase individual section size to a minimum of 1,000m2.	Decline	Traffic evidence was carefully considered. The ODP includes measures to ensure safety at the Rail Trail side road.
PC72-0016	Graham Douglas Heenan	001	Residential and Business Development	Oppose	To restrict the current application for exponential residential growth adjacent to Prebbleton- and highlight NSP.UD 2000 Issues	Decline the living Z zoning. Accept Living 3 zone	Decline	I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes more efficient use of the land.

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PC72-0016	Graham Heenan	002	Residential and Business Development	Oppose	To stop this PC72 rezoning to living 2. It is inappropriate on several counts including incompatibility of its small section sizes with the surrounding neighbourhood.	Decline the living Z zoning. Accept Living 3 zone	Decline	I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes more efficient use of the land.
PC72-0016	Graham Douglas Heenan	003	Residential and Business Development	Oppose	To challenge the claim that this is a good location for residential development and that medium/high density housing is acceptable for this location.	Decline the living Z zoning. Accept Living 3 zone	Decline	I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes more efficient use of the land.
PC72-0016	Graham Douglas Heenan	004	Residential and Business Development	Oppose	To challenge the claim that the proposed development "best delivers on providing an important bridge" to the new Birchs Rd reserve.	Decline the living Z zoning. Accept Living 3 zone	Decline	I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes more efficient use of the land.
PC72-0016	Graham Douglas Heenan	005	District Plan General	Oppose	To stress that this PC 72 proposed runs against many SDC planning documents and precedents... and if approved it will set dangerous new precedents for Prebbleton.	Decline the living Z zoning. Accept Living 3 zone	Decline	I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes more efficient use of the land.. I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes more efficient use of the land.
PC72-0016	Graham Douglas Heenan	006	Transport Networks	Oppose	To highlight many transport and road safety issues that the proposed subdivision will exacerbate.	Decline the living Z zoning. Accept Living 3 zone	Decline	I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes

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								more efficient use of the land.
PC72-0017	HUME	001	Residential and Business Development	Oppose In Part	We oppose the rezoning being Living Z. The zoning of this subdivision should be in keeping with the surrounding area which is Living 3 or 3A.	Decline the living Z zoning. Accept Living 3 zone	Decline	I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes more efficient use of the land.
PC72-0019	Bev Heenan	001	Residential and Business Development	Oppose	I want SDC to continue their current policy to not develop Prebbleton's residential base en masse, but to focus large new subdivisions in Rolleston	Decline the living Z zoning. Accept Living 3 zone	Decline	I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes more efficient use of the land.
PC72-0019	Bev Heenan	002	District Plan General	Oppose	This application does not comply with recommendations made by the commissioners at the 2014 SDC rural residential strategy hearing.	Decline the living Z zoning. Accept Living 3 zone	Decline	I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes more efficient use of the land.
PC72-0019	Bev Heenan	003	District Plan General	Oppose	Rezoning this land to living Z would set a precedent for all land south of Trices Rd. This area has already been planned to be per-rural, and a precedent for this has been set in the recently developed Conifer Grove.	Decline the living Z zoning. Accept Living 3 zone	Decline	I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes more efficient use of the land.
PC72-0019	Bev Heenan	004	Transport Networks	Oppose	Before further submissions are approved the safety of Prebbleton residents needs to be ensured by reducing the traffic volumes and speeds through the village. This development will add to the traffic problems on Birchs, Trices, Tosswill and Springs Rd.	Decline the living Z zoning. Accept Living 3 zone	Decline	I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes more efficient use of the land.
PC72-0020	David & Stephanie Withell	001	Residential Density	Oppose In Part	The section sizes should be in keeping with the sections sizes around the proposed area. On the west side of Birches Road the zone is L3/L2A and	Amend to either L2A or L3.	Decline	I am satisfied that Living Z with a minimum of 12 households per

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					the sections on the north side of Trices are 2000 sq/m. Therefore we feel changing to zone Living Z is not consistent with the surrounding properties. The smaller sized sections are on the north side of Prebbleton bordered by Hamptons/Springs & Shands. This is where the smaller sections should remain.			hectare meets the requirements of the Act and makes more efficient use of the land.
PC72-0020	David & Stephanie Withell	002	Transport Networks		We feel that traffic congestion on Trices & Birches Roads is already at capacity, and has a safety risk. These proposed changes will increase this current risk, and congestion.	No statement	Decline	Traffic effects have been assessed and found to be acceptable.
PC72-0021	Stephanie Withell	001	Residential Density	Oppose In Part	The section sizes should be in keeping with the section sizes around the proposed area. On the West side of Birches Road the zone is L3/L2A and the sections on the North side of Trices are 2000 sq. metres. Therefore we feel changing to Zone Living Z is not consistent with the surrounding properties. The smaller size sections are on the north side of Prebbleton bordered by Hamptons/Springs & Shands Roads. This is where the smaller sections should remain.	Amend to either L2A or L3.	Decline	I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes more efficient use of the land.
PC72-0021	Stephanie Withell	002	Transport Networks		We feel the traffic congestion on Trices & Birches Roads is already at capacity, and has a safety risk. These proposed changes will increase the current risk & congestion.	No statement	Decline	Traffic effects have been assessed and found to be acceptable.
PC72-0022	Mike Knowles	001	Residential Density	Support In Part	Strongly object to section sizes less than 1000m ² . 290 sections is far to higher density for the community and surroundings	Amend to have section sizes as a combination of Living Zone 3 and Living Zone 3A.	Decline	I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes more efficient use of the land.
PC72-0024	Laura Chisholm	001	Residential Density	Oppose In Part	There is opportunity within currently township/residential zoned land in Prebbleton to be zoned to a higher density. Rezone existing urban zones before expanding the township and letting in spread into rural zones. If this land, on the outskirts of Prebbleton, can be rezoned to Living Z, other neighbouring Living 3 Zone(s) should also be rezoned to Living Z, or similar	Amend - rezone the existing developed Conifer Grove from Living 3 to Living Z, or similar density. Amend – rezone other existing lower density, developed township zones to higher density zones i.e. Trices Rd (between	Decline	I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes efficient use of the land. Zoning of other land is a

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					density i.e. directly opposite land in Conifer Grove. If Living Z density is permissible for the majority of this land, and Prebbleton has the demand for this increased zoning density, existing urban zoned neighbouring land should be rezoned into higher density.	Shands/Springs), Aberdeen, and such like. Delete – the majority of this land being rezoned to Living Z.		matter for the Proposed District Plan.
PC72-0024	Laura Chisholm	FS005	Residential Density	Oppose	"majority of this land being rezoned to Living Z" - none of this land should be zoned Living Z.	Amend - 5000m2 sections minimum for this rezoning. In line with Living 3 or similar.	Decline	Expert evidence is that a minimum of 12 households per hectare is appropriate.
PC72-0024	Laura Chisholm	002	Quality of the Environment	Oppose	There is no distinction between the township and rural areas.	Amend – a clear distinction needs to be made at the boundary. Such as all of the following: larger lots on the boundary, open-scape fencing, large shelter belts and tree lines.	Decline	The south boundary adjoins in part the new Park. The remaining land on the south side of Hamptons Road is to remain Rural Inner Plains but is recommended to be reviewed through the Proposed District Plan.
PC72-0024	Laura Chisholm	003	Utilities	Oppose In Part	Concerned that the existing underground or above ground infrastructure cannot service this rezoning. Will these lots be on restricted water supply and pressure sewer to coincide with other "outer" subdivisions of Prebbleton.	Amend – restricted water supply, pressure sewer systems, dedicated green space/reserve for stormwater management etc.	Decline	The evidence is that water and wastewater can be serviced without adverse effects and stormwater is managed through the ODP.
PC72-0024	Laura Chisholm	004	Transport Networks	Oppose	Concern with the increase in traffic volume on Birchs, in the first instance, and Trices Road. And consequently Springs Rd.	Amend no temporary or permanent road access permitted on to Birchs Road.	Decline	Traffic effects have been assessed and found to be acceptable.
PC72-0024	Laura Chisholm	005	Transport Networks	Oppose	Concern with the increase and management of traffic during (and after – delivery trucks etc) construction and building – particularly heavy vehicles. And the ongoing effects of this traffic – noise, visual, dust, environmental etc. Concerned with the pedestrian and cyclist safety.	Amend no temporary or permanent road access permitted on to Birchs Road.	Decline	Traffic effects have been assessed and found to be acceptable
PC72-0024	Laura Chisholm	006	Transport Networks	Oppose In Part	Concern with the increase in traffic volume on the existing Birchs/Trices Road intersection. And consequently Birchs/Springs Rd intersection.	Amend - Birchs/Trices and Birchs/Springs intersections shall need an upgrade to	Decline	A number of intersection upgrades are separately

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						cater for this extra traffic volume.		planned by SDC. The ODP requires the upgrade of the road frontages to urban standard.
PC72-0024	Laura Chisholm	007	Transport Networks	Oppose	Concerned with the lack of safe and effective pedestrian management on both Birchs and Trices Rd, and particularly, the intersection of Birchs/Trices Roads. Pedestrian management and approach/exiting the intersection is dangerous. Very little visibility and/or adequate areas to stand when waiting on the Lincoln side of the footpath. This rezoning shall increase the demand on these roads/intersections and pedestrians/cyclist do not appear to be appropriately managed through the rezoned area – no safe, offroad routes through the rezoning near Trices Rd. Concerned with how the pedestrian and cyclists, coming across Birchs Rd, from Conifer Grove and Trices Rd, shall be effectively managed. Particular concern with primary/intermediate school aged children requiring to negate Birchs/Trices intersection, and Birchs or Trices Rd.	Amend- Appropriate safe islands and “wait” areas must be made available for cyclists, prams etc. Footpaths required both sides of Birchs and Trices Roads within the township zones.	Accept in part.	The ODP requires the upgrade of the road frontages to urban standard.
PC72-0024	Laura Chisholm	008	Transport Networks	Oppose	Concerned with the lack of safe and effective cyclist management on both Birchs and Trices Rd, and particularly, the intersection of Birchs/Trices Roads. Cyclist management and approach/exiting the intersection is dangerous. Very little visibility. This rezoning shall increase the demand on these roads/intersections and pedestrians/cyclist do not appear to be appropriately managed through the rezoned area – no safe, offroad routes through the rezoning near Trices Rd. Concerned with how the pedestrian and cyclists, coming across Birchs Rd, from Conifer Grove and Trices Rd, shall be effectively managed. Particular concern with primary/intermediate school aged children requiring to negate Birchs/Trices intersection, and Birchs or Trices Rd.	Amend- Appropriate safe islands and “wait” areas must be made available for cyclists, prams etc. Footpaths required both sides of Birchs Decline and Trices Roads within th Decline e township zones.	Accept in part.	The ODP requires the upgrade of the road frontages to urban standard including a shared path on Trices Road west of the primary north south road.
PC72-0024	Laura Chisholm	009	Transport Networks	Oppose	Concerned with this rezoning suggesting an access road off Birchs Rd. Either temporary or permanent.	Amend- no temporary or permanent road access permitted on to Birchs Road.	Decline	ODP requires specific design for

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					Concerned with the proposed road crossing the existing pedestrian/ cycleway to Lincoln. Concerned with the clash, on the opposite side of Birchs Rd, with Conifer Grove's walkway/cycleway onto Birchs Rd and the driveways from existing and future Conifer Gove properties. Concern with how the traffic volume and speed shall be mitigated. Concerned with the proximity of this access way to Birchs/Trices Rd intersection. Concerned with how public transport, cyclists and pedestrians will be safely managed with this access road.			safety and road frontage upgrade.
PC72-0024	Laura Chisholm	010	Quality of the Environment	Oppose In Part	Concerned with the visual impact of the extra street-lighting or accessway lighting.	Amend- no temporary or permanent road access permitted on to Birchs Road.	Decline	ODP requires specific design for safety and road frontage upgrade.
PC72-0024	Laura Chisholm	011	Transport Networks	Oppose In Part	Concerned with the availability of bus stops and how bus movements shall work with the proposed rezoning.	Amend - allow a new bus stop each side of Birchs Rd, near the proposed rezoning.	Decline	This is beyond the jurisdiction of PC 72 but can be considered separately at a later date.
PC72-0024	Laura Chisholm	012	Quality of the Environment	Oppose	Concerned with the visual impact of the rezoning, which shall likely be stripped to bare land with existing well-established vegetation removed, and how Prebbleton is perceived. Concerned with the "look" along Birchs and Trices Roads with existing well-established rural shelter belt/trees/hedging/plantations removed.	Amend- large established vegetation should be maintained where safe to do so.	Decline	Landscape effects have been considered in expert evidence. Edge treatments are required in the ODP with road frontage upgrades to include planting.
PC72-0024	Laura Chisholm	013	Quality of the Environment	Oppose	Delete – large established vegetation should be maintained where safe to do so.	Delete – green space/reserve to be on this critical corner. Consideration required to open fencing along Birchs and Trices Roads.	Accept in poart	The ODP requires edge treatment and road frontage upgrades.
PC72-0024	Laura Chisholm	014	Transport Networks	Oppose In Part	Concerned with how reserves and off-road inter-connecting walk/cycle ways shall be managed within this proposed rezoning. Concerned that Prebbleton's traditional off-street pedestrian/cycle ways design will not be maintained.	Amend - pedestrian and cyclists must be kept off roads, as much as practical, like the existing Prebbleton "model"	Accept in part	The ODP provides for extensive on road and off road shared pathway connections.
PC72-0024	Laura Chisholm	015	Quality of the Environment	Oppose In Part	Concerned with how reserves shall be designed within this rezoning to maintain the traditional off-street walkways and green spaces, from reserves to cul-de-sacs etc, through	Amend – more than one reserve/green area required.	Accept in part	The Stormwater Management Area will be a second green area.

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					Prebbleton. Concerned the proposed one reserve/open space is insufficient.			
PC72-0024	Laura Chisholm	016	Residential Density	Oppose	Concerned with the likely number of rear allotments.	Amend – discourage high density housing practices where high numbers of rear allotments occur. Encourage more open zoning with additional roads/parking (i.e. cul de-sacs) and green spaces.	Decline	Subdivision will be assessed through the consent process against the Living Z provisions and ODP. This will include some medium density housing.
PC72-0025	Angus Chisholm	001	Residential Density	Oppose In Part	There is opportunity within currently township/residential zoned land in Prebbleton to be zoned to a higher density. Rezone existing urban zones before expanding the township and letting in spread into rural zones. If this land, on the outskirts of Prebbleton, can be rezoned to Living Z, other neighbouring Living 3 Zone(s) should also be rezoned to Living Z, or similar density i.e. directly opposite land in Conifer Grove. If Living Z density is permissible for the majority of this land, and Prebbleton has the demand for this increased zoning density, existing urban zoned neighbouring land should be rezoned into higher density.	Amend - rezone the existing developed Conifer Grove from Living 3 to Living Z, or similar density. Amend – rezone other existing lower density, developed township zones to higher density zones i.e. Trices Rd (between Shands/ Springs), Aberdeen, and such like. Delete – the majority of this land being rezoned to Living Z.	Decline	I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes efficient use of the land. Zoning of other land is a matter for the Proposed District Plan.
PC72-0024	Laura Chisholm	FS006	Residential Density	Oppose	<i>"majority of this land being rezoned to Living Z" - none of this land should be zoned Living Z.</i>	<i>Amend - 5000m2 sections minimum for this rezoning. In line with Living 3 or similar.</i>	Decline	<i>Expert evidence is that a minimum of 12 households per hectare is appropriate.</i>
PC72-0025	Angus Chisholm	002	Quality of the Environment	Oppose	There is no distinction between the township and rural areas.	Amend – a clear distinction needs to be made at the boundary. Such as all of the following: larger lots on the Decline boundary, open-scape fencing, large shelter belts and tree lines.	Decline	The south boundary adjoins in part the new Park. The remaining land on the south side of Hamptons Road is to remain Rural Inner Plains but is recommended to be reviewed through the Proposed District Plan.
PC72-0025	Angus Chisholm	003	Utilities	Oppose In Part	Concerned that the existing underground or above ground	Amend – restricted water supply, pressure sewer	Decline	Water supply and wastewater can be

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					infrastructure cannot service this rezoning. Will these lots be on restricted water supply and pressure sewer to coincide with other "outer" subdivisions of Prebbleton.	systems, dedicated green space/reserve for stormwater management etc.		provided to the site without adverse effects.
PC72-0025	Angus Chisholm	004	Transport Networks	Oppose	Concern with the increase in traffic volume on Birchs, in the first instance, and Trices Road. And consequently Springs Rd.	Amend no temporary or permanent road access permitted on to Birchs Road	Decline	ODP requires specific design for safety and road frontage upgrade.
PC72-0025	Angus Chisholm	005	Transport Networks	Oppose	Concern with the increase and management of traffic during (and after – delivery trucks etc) construction and building – particularly heavy vehicles. And the ongoing effects of this traffic – noise, visual, dust, environmental etc. Concerned with the pedestrian and cyclist safety.	Amend no temporary or permanent road access permitted on to Birchs Road	Decline	ODP requires specific design for safety and road frontage upgrade.
PC72-0025	Angus Chisholm	006	Transport Networks	Oppose In Part	Concern with the increase in traffic volume on the existing Birchs/Trices Road intersection. And consequently Birchs/Springs Rd intersection.	Amend - Birchs/Trices and Birchs/Springs intersections shall need an upgrade to cater for this extra traffic volume.	Decline	A number of intersection upgrades are separately planned by SDC. The ODP requires the upgrade of the road frontages to urban standard.
PC72-0025	Angus Chisholm	007	Transport Networks	Oppose	<p>Concerned with the lack of safe and effective pedestrian management on both Birchs and Trices Rd, and particularly, the intersection of Birchs/Trices Roads. Pedestrian management and approach/exiting the intersection is dangerous. Very little visibility and/or adequate areas to stand when waiting on the Lincoln side of the footpath.</p> <p>This rezoning shall increase the demand on these roads/intersections and pedestrians/cyclist do not appear to be appropriately managed through the rezoned area – no safe, offroad routes through the rezoning near Trices Rd. Concerned with how the pedestrian and cyclists, coming across Birchs Rd, from Conifer Grove and Trices Rd, shall be effectively managed.</p> <p>Particular concern with primary/ intermediate school aged children requiring to negate Birchs/Trices intersection, and Birchs or Trices Rd.</p>	Amend- Appropriate safe islands and "wait" areas must be made available for cyclists, prams etc. Footpaths required both sides of Birchs and Trices Roads within the township zones.	Accept in part	The ODP requires the upgrade of the road frontages to urban standard including a shared path on Trices Road west of the primary north south road.

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PC72-0025	Angus Chisholm	008	Transport Networks	Oppose	<p>Concerned with the lack of safe and effective cyclist management on both Birchs and Trices Rd, and particularly, the intersection of Birchs/Trices Roads. Cyclist management and approach/ exiting the intersection is dangerous. Very little visibility.</p> <p>This rezoning shall increase the demand on these roads/intersections and pedestrians/cyclist do not appear to be appropriately managed through the rezoned area – no safe, offroad routes through the rezoning near Trices Rd.</p> <p>Concerned with how the pedestrian and cyclists, coming across Birchs Rd, from Conifer Grove and Trices Rd, shall be effectively managed.</p> <p>Particular concern with primary/intermediate school aged children requiring to negate Birchs/Trices intersection, and Birchs or Trices Rd.</p>	Amend- Appropriate safe islands and “wait” areas must be made available for cyclists, prams etc. Footpaths required both sides of Birchs and Trices Roads within the township zones.	Accept in part	The ODP requires the upgrade of the road frontages to urban standard including a shared path on Trices Road west of the primary north south road.
PC72-0025	Angus Chisholm	009	Transport Networks	Oppose	<p>Concerned with this rezoning suggesting an access road off Birchs Rd. Either temporary or permanent. Concerned with the proposed road crossing the existing pedestrian/cycleway to Lincoln.</p> <p>Concerned with the clash, on the opposite side of Birchs Rd, with Conifer Grove's walkway/cycleway onto Birchs Rd and the driveways from existing and future Conifer Gove properties.</p> <p>Concern with how the traffic volume and speed shall be mitigated.</p> <p>Concerned with the proximity of this access way to Birchs/Trices Rd intersection.</p> <p>Concerned with how public transport, cyclists and pedestrians will be safely managed with this access road.</p>	Amend- no temporary or permanent road access permitted on to Birchs Road.	Decline	ODP requires specific design for safety and road frontage upgrade.
PC72-0025	Angus Chisholm	010	Quality of the Environment	Oppose In Part	Concerned with the visual impact of the extra street-lighting or accessway lighting.	Amend- no temporary or permanent road access permitted on to Birchs Road.	Decline	ODP requires specific design for safety and road frontage upgrade.
PC72-0025	Angus Chisholm	011	Transport Networks	Oppose In Part	Concerned with the availability of bus stops and how bus movements shall work with the proposed rezoning.	Amend - allow a new bus stop each side of Birchs Rd, near the proposed rezoning.	Decline	This is beyond the jurisdiction of PC 72 but can be considered separately at a later date.

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PC72-0025	Angus Chisholm	012	Quality of the Environment	Oppose	Concerned with the visual impact of the rezoning, which shall likely be stripped to bare land with existing well-established vegetation removed, and how Prebbleton is perceived. Concerned with the "look" along Birchs and Trices Roads with existing well-established rural shelter belt/trees/hedging/plantations removed.	Amend- large established vegetation should be maintained where safe to do so.	Decline	Landscape effects have been considered in expert evidence. Edge treatments are required in the ODP with road frontage upgrades to include planting.
PC72-0025	Angus Chisholm	013	District Plan General	Oppose	Concerned with how the rezoning shall be fenced on Birchs and Trices Roads, particularly at Birchs/Trices Rd intersection. Concerned with visibility issues	Delete – green space/reserve to be on this critical corner. Consideration required to open fencing along Birchs and Trices Roads.	Accept in part	The ODP requires edge treatment and road frontage upgrades.
PC72-0025	Angus Chisholm	014	Transport Networks	Oppose In Part	Concerned with how reserves and off-road inter-connecting walk/cycle ways shall be managed within this proposed rezoning. Concerned that Prebbleton's traditional off-street pedestrian/cycle ways design will not be maintained.	Amend - pedestrian and cyclists must be kept off roads, as much as practical, like the existing Prebbleton "model"	Accept in part	The ODP provides for extensive on road and off road shared pathway connections.
PC72-0025	Angus Chisholm	015	Transport Networks	Oppose In Part	Concerned with how reserves shall be designed within this rezoning to maintain the traditional off-street walkways and green spaces, from reserves to cul-de-sacs etc, through Prebbleton. Concerned the proposed one reserve/open space is insufficient.	Amend – more than one reserve/green area required.	Accept in part	The Stormwater Management Area will be a second green area.
PC72-0025	Angus Chisholm	016	Residential Density	Oppose	Concerned with the likely number of rear allotments.	Amend – discourage high density housing practices where high numbers of rear allotments occur. Encourage more open zoning with additional roads/parking (i.e. cul de-sacs) and green spaces.	Decline	Subdivision will be assessed through the consent process against the Living Z provisions and ODP. This will include some medium density housing.
PC72-0027	Andrew Dollimore	001	Residential Density	Oppose In Part	This land is outside the residential areas in the GCUDS and the SDP. It is also inner plains, which the SDP protects. However, I accept the new park means that this pocket of land is now in a different situation to what it was previously. Because this land will become houses on the new edge of Prebbleton the lot sizes need to be much larger and semi rural. This will both increase housing and make an	Amend- should only be for a zone that requires semi-rural sized lots.	Decline	I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes efficient use of the land.

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					much more appealing housing area. It is also consistent with other residential developments on the edge of Prebbleton.			
PC72-0027	Andrew Dollimore	002	Utilities	Oppose In Part	This is a modest number of houses if lot sizes are kept larger as I have suggested. I am unsure what strain this development would put on the Prebbleton three waters. However, any upgrades or new works should be paid for by the developer. They are undertaking this for profit and the ratepayer should not subsidise them.	Amend- ensure developer pays for infrastructure.	Decline	The land can be serviced with 3 waters and development contributions will be levied at time of subdivision.
PC72-0027	Andrew Dollimore	003	Residential Density	Oppose In Part	I am very familiar with Springs Road. It does not have much more capacity. The lot sizes need to be made larger to reduce the number of new vehicle movements. Living Zone Z will be too dense (as stated above) and create too many new vehicle movements.	Amend- should only be for a zone that requires semi-rural sized lots	Decline	I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes efficient use of the land without adverse traffic effects.
PC72-0028	Elizabeth Duston	001	Residential Density	Oppose In Part	I do not think the village feel of Prebbleton will be in anyway enhanced with such small lots especially directly across the road from Stonebridge Way where the minimum lot size is 2000sq m and an open, uncrowded feel is achieved, along with the fact that Stonebridge Way has a semi rural border is one of the highly attractive things about it. Concession is being made because of larger sections on other borders and I would want the same concessions to be made for the Trices road border.	Amend- sections are a minimum 700sqm size.	Decline	I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes efficient use of the land.
PC72-0024	Laura Chisholm	FS007	Residential Density	Oppose	"Amend- sections are a minimum 700sqm size. " - suggested section size too small.	Amend - 5000m2 sections minimum for this rezoning. In line with Living 3 or similar.	Decline	Expert evidence is that a minimum of 12 households per hectare is appropriate.
PC72-0029	Dr Glyn Francis and Ms Catherine Munro	001	Residential and Business Development	Oppose	Location There are several existing plans and strategies that identify preferred urban growth and development areas in Prebbleton. The Site: is outside the preferred growth area for Prebbleton in the Operative Selwyn District Plan (OSDP) is not consistent with Objective	Decline	Decline	Refer recommendation report particularly land supply, CRPS and NPS UD sections. Overall I am satisfied that the proposal

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					<p>B4.3.3 of the Canterbury Regional Policy Statement (CRPS), as it is outside the future development areas and not a priority greenfield areas identified in that document is outside future residential development areas identified in the Prebbleton Structure Plan 2010 (PSP) is not aligned with Policy B4.3.6: Encourage townships to expand in a compact shape where practical will not provide a transitional buffer to adjoining rural land if medium/high density development is allowed</p> <p>Development in this area will contribute to ribbon development as housing marches down Birchs Road away from the village centre and towards Lincoln. Proximity to new reserve on Birchs Road is unlikely to increase connection with Prebbleton through walking/cycling. Informal observations of the Prebbleton Domain and the shopping centre in the village reveal that the vast majority of users of the domain and shop customers arrive at these locations by car. This observation is supported by the recent need to expand the amount of car parking in the Prebbleton Domain to satisfy the high demand for parking. In addition, the existing Little River Rail Trail already provides a good, safe, off-road connection between the township and the site of the new reserve.</p>			meets the requirements of the Act that apply.
PC72-0029	Dr Glyn Francis and Ms Catherine Munro	002	Residential Density		<p>Amenity value</p> <p>The District Development Strategy 2031 (DDS) identifies Prebbleton as a Service Township, with a population of 1500-6000 people. The DDS identifies the function of a Service Township to provide a high amenity residential environment and primary services to Rural Townships and the surrounding rural area.</p> <p>Large sections and high quality housing contribute to the character of Prebbleton, with section sizes quite generous in comparison to those in the newer urban areas of Christchurch. Section size has a significant effect on the character of a place because it affects the size and form of houses and</p>	Decline	Decline	<p>I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes efficient use of the land.</p> <p>Specific development proposals will be subject to scrutiny through the subdivision and development</p>

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					<p>the gaps between them. As stated in the PSP, higher density housing will need to be designed and located so that it does not detract from the character of Prebbleton. It will be appropriate in close proximity to the business area and the older core of the settlement where an intensification of activity will help to reinforce the focus of the village.</p> <p>The recent development of two retirement villages has significantly increased the amount of medium/high density housing in Prebbleton, with both of these appropriately occurring close to the village centre.</p> <p>Significant growth may undermine the discrete township amenity that currently characterises Prebbleton. A large driver of the popularity of Prebbleton as a place to live is its small population, larger section sizes, property values and rural aspect. All of these may be adversely impacted by the proposed development of medium/high density housing.</p> <p>The plan change application admits that the development will have significant effects on its immediate neighbours through a change in visual amenity value following the removal of trees and other rural views and the addition of many rooftops. This is contrary to Policy B4.1.11 of the OSDP that requires new developments to retain existing trees.</p>			consent processes.
PC72-0029	Dr Glyn Francis and Ms Catherine Munro	003	Residential Density		<p>Demand</p> <p>The areas identified for development in the PSP are noted as being sufficient to satisfy demand for many years. The addition of 290 sections from this (and other potential) developments will likely bring an oversupply to the market and the potential to exceed the number of sections required to satisfy demand for many years.</p>	Decline	Decline	The evidence to the hearing was that there is a serious shortage of land supply and housing capacity at Prebbleton.
PC72-0029	Dr Glyn Francis and Ms Catherine Munro	004	Transport Networks		<p>Traffic</p> <p>The Integrated Transport Assessment (ITA) has estimated that peak morning traffic associated with the proposed development will increase the current number of movements on Trices Road by more than 70% (from 276 departures to 471 departures). The ITA also shows</p>	Decline	Decline	The ITA has been reviewed by an independent expert who provided evidence to the hearing.

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					<p>that most movements will have Christchurch as the destination with many of this movements likely to be through the Trices Road/Birchs Road intersection as this is the shortest route to access the Christchurch Southern Motorway. The Trices Road/Birchs Road intersection is recognised as an intersection with a high accident rate - which will likely get worse as the volume of traffic increases. Turning right from Trices Road on to Birchs Road will likely encourage risky manoeuvres to enter an increasingly busy Birchs Road (due to increased population growth in Lincoln) and turning across an increasing amount of traffic that approaches the intersection along Trices Road from the west (due to increased population growth in Rolleston). Similarly, the increased volume of traffic turning right from Birchs Road on to Springs Road will also increase the risk of traffic accidents as vehicles drive towards Christchurch.</p> <p>The proposed development plan includes one primary road and two local roads entering on to Trices Road. The primary road and one of the primary roads are closer to Stonebridge Way than the required separation distance of 151 m (at 115 and 110m). This will provide additional hazards for vehicles entering Trices Road from Stonebridge Way, with an associated increased risk of accidents. These roads should be constructed at least 151m away from Stonebridge Way and other roads on the north side of Trices Road.</p>			
PC72-0029	Dr Glyn Francis and Ms Catherine Munro	005	Transport Networks		<p>Environmental impacts</p> <p>The Integrated Transport Assessment (Appendix 10) suggests that 71% of traffic movements resulting from this development will have Christchurch as the destination. Allowing medium/high density housing in Prebbleton will result in more greenhouse gas emissions from this travel, than if development were to occur in Christchurch itself, closer to places of employment. This is supported by the estimation that only about 20% of Prebbleton residents have employment in the village, which is likely to be an</p>	Decline	Decline	The ITA has been reviewed by an independent expert who provided evidence to the hearing. Prebbleton has good access to employment centre within Christchurch City.

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					overestimate following the recent closure of Meadow Mushrooms – a major local employer.			
PC72-0029	Dr Glyn Francis and Ms Catherine Munro	006	District Plan General	Support	The Prebbleton Rural Residential Strategy 2014 (PRRS) identifies 14 locations for Rural Residential development. The Site in this plan change application is identified as Area 8 in the PRRS and is appropriate for this type of development as it is peri urban development that integrates rural residential into both rural and urban forms.	Support the rezoning to L3	Decline	The new park development changes the resource management context for this site making it more suitable for Living Z given the lack of housing land supply.
PC72-0030	Elizabeth Bradley	001	Residential Density	Oppose In Part	I believe Prebbleton is not somewhere people come to live "check by jowl" in tiny town house lots. This is a semi rural district and township, where people like a family sized section of over 600m2 at least to build their dream house on. I would be happy to see half the number of lots with sections of 500-1000m2 in this re zoned area.	Amend to increase section size to between 500-100m2	Decline	I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes efficient use of the land.
PC72-0024	Laura Chisholm	FS008	Residential Density	Oppose	<i>Amend to increase section size to between 500-100m2" - suggested section size too small.</i>	<i>Amend - 5000m2 sections minimum for this rezoning. In line with Living 3 or similar.</i>	Decline	<i>Expert evidence is that a minimum of 12 households per hectare is appropriate.</i>
PC72-0030	Elizabeth Bradley	002	Utilities	Oppose In Part	I think by allowing 290 lots on this land there would be excessive pressure on the infrastructure of Prebbleton; the sewerage, water, and roading. Also the school, which is already full and the shops which have not yet been built. Let alone a medical centre that will be over run before it is even built but 2 old peoples facilities and a large community of people already living in Prebbleton without any infrastructure. By increasing the availability of large areas of land, at reduced prices, all our land values will reduce and these small sections and houses could become second class dwellings in the area and rentals.	Amend to increase section size to between 500-100m2	Decline	I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes efficient use of the land.
PC72-0024	Laura Chisholm	FS014	Utilities	Oppose	<i>Amend to increase section size to between 500-100m2" - suggested section size too small.</i>	<i>Amend - 5000m2 sections minimum for this rezoning. In line with Living 3 or similar.</i>	Decline	<i>Expert evidence is that a minimum of 12 households per hectare is appropriate.</i>
PC72-0030	Elizabeth Bradley	003	Utilities	Oppose In Part	Because of the need to provide water, sewerage, power, and roading for this	Amend to increase section size to between 500-100m2	Decline	Development contributions will

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					new development, we the rate payers will be subsidizing the developers. This rate increase, because of development, is not for the first or last time...as those of us who have lived in Prebbleton for some years well know.			be levied at the time of subdivision in accordance with the policy at that ytime.
PC72-0024	Laura Chisholm	FS015	Utilities	Oppose	Amend to increase section size to between 500-100m2" - suggested section size too small.	Amend - 5000m2 sections minimum for this rezoning. In line with Living 3 or similar.	Decline	Expert evidence is that a minimum of 12 households per hectare is appropriate.
PC72-0030	Elizabeth Bradley	004	Transport Networks	Oppose In Part	As for the traffic and roading problems they are significant already in and through Prebbleton. The que to get in and out of Prebbleton morning and night extends back to the Bridge at the motorway intersection and through Prebbleton, every week day...so what will it be like with an extra 300 households with 2 cars each, almost 600 extra vehicles on the roads daily!!	Amend to increase section size to between 500-100m2	Decline	Traffic assessment has been undertaken taking into account planned local improvements. Riad frontages of the development will be required to be upgraded.
PC72-0024	Laura Chisholm	FS016	Transport Networks	Oppose	Amend to increase section size to between 500-100m2" - suggested section size too small.	Amend - 5000m2 sections minimum for this rezoning. In line with Living 3 or similar.	Decline	Expert evidence is that a minimum of 12 households per hectare is appropriate.
PC72-0031	Mike & Heather Glenday	001	Residential Density	Oppose	Heather and I would like the section size if this proposed plan goes ahead to be in keeping with the section sizes in the immediate area. Stonebridge subdivision on Trices Road opposite this proposal are all 2000 squares (1/2 acre). To have very small sections opposite is not in keeping with the area.	Reject Living Z Amend minimum lot size of 1000m2	Decline	Expert evidence is that a minimum of 12 households per hectare is appropriate.
PC72-0024	Laura Chisholm	FS009	Residential Density	Oppose	"Amend minimum lot size of 1000m2" - suggested section size too small.	Amend - 5000m2 sections minimum for this rezoning. In line with Living 3 or similar.		Expert evidence is that a minimum of 12 households per hectare is appropriate.
PC72-0031	Mike & Heather Glenday	002	Transport Networks		Traffic on Trices Road is going to increase greatly. With up to 290 sections in this proposed area will take away the semi rural aspect of the area. Each property will/may have up to 6-10 vehicle movements or more per day. The surrounding roads and intersections are not built for this amount of traffic. Intersections at Trices/Tosswill and Trices Longstaffs have seen serious/fatal crashes and we feel this will only increase. Safety will be	Reject.	Decline	Traffic generated by the proposal can be accommodated on the network. Various safety improvements are separately planned. Shared paths are provided for in the ODP.

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					an issue. Longstaffs Rd and Whincops Rd leads into Christchurch City Council's area and will they ensure the roads are made wider to ensure it is safer for cyclists and the extra traffic - I wouldn't think so. Does Selwyn Council propose to widen the roads leading from Trices Rd into the city if this proposal goes ahead?			
PC72-0031	Mike & Heather Glenday	003	Residential Density		The area is a semi rural area, with this amount of development this will only take away that semi rural feeling we have in the neighbourhood.	Reject.	Decline	I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes efficient use of the land
PC72-0032	Catriona Nicholls	001	Residential Density	Oppose	We live very close to the proposed land use change and believe it is going to have a severe detrimental effect on this area and ourselves. The proposed housing is too dense for this rural village. It will put more pressure on the existing infrastructure. The housing will be a fair distance from the central village amenities encouraging residents to use cars to access the amenities thus increasing usage of the roads and increasing pollution.	Reject.	Decline	The proposal has been thoroughly assessed. The evidence is that services and traffic effects can be accommodated. The provision of extensive cycle paths will provide opportunity for non car access to amenities.
PC72-0032	Catriona Nicholls	002	Transport Networks	Oppose	Local roading is already over burdened with substantial traffic jams at key times during the day. This additional number of houses will increase this heavy traffic.	Reject.	Decline	The traffic effects have been independently assessed and subject to some changes which I have considered have been found to be acceptable.
PC72-0032	Catriona Nicholls	003	Residential Density	Oppose	Following the current pattern of the village dense housing is currently west/south west of the village. Why is dense house necessary all around the village when lifestyle or larger sections are more in keeping with what is already on the south east side of Prebbleton	Reject.	Decline	The location for growth is consistent with existing district plan policies and provides connection to the new Park.
PC72-0032	Catriona Nicholls	004	Residential Density	Oppose	It was stated that the housing would link the proposed park to the village. It does not need dense housing to accomplish	Reject.	Decline	The density is supported by the urban design

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					this. Connection to the proposed park can be made just as easily with access through lifestyle sections.			evidence submitted to the hearing.
PC72-0032	Catriona Nicholls	005	Transport Networks	Oppose	The proposed dense housing will need access to Trices and Birches road. The proposed access onto Trices road shows a junction opposite our boundary on Trices road. This will detrimentally effect our lifestyle and well being with additional car noise pollution at all times of the day and headlight pollution directly into our house at night time This is not acceptable to have this imposed on us	Reject.	Decline	There will be three primary accesses on to the network one each to Trices Road, Birchs Road, and Hamptons Road. These road frontages will be required to be upgraded. Extensive shared paths for cycles are also proposed.
PC72-0033	John and Sue Sheaf	001	District Plan General	Oppose In Part	This policy statement is a stimulus to developing land that is appropriate for urban development but we contend that Prebbleton is not the town for continued Living Z development.	Reject Living Z and accept Living 3	Decline	I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes efficient use of the land
PC72-0033	John and Sue Sheaf	002	District Plan General	Oppose	Land to the West of Area 8 is all in Living 3 sized plots, including much of the land on Trices Road heading all the way West to Springs Road. Land to the south is rural, apart from the proposed Recreation Reserve. This development, apart from the Tuff land, will not reflect the rest of the area.	Reject Living Z and accept Living 3	Decline	I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes efficient use of the land
PC72-0033	John and Sue Sheaf	003	Transport Networks	Oppose	Contrary to the traffic information in this application, access into and out of Prebbleton village (which has to be navigated prior to joining the new arterial routes into and out of the city), is already extremely congested at peak times, and the addition of 290 households with potentially 2 cars each, will add further stress and danger through a very small village area. It is not uncommon for the traffic queue to reach from the Springs Road roundabout back to the Birchs/Springs intersection at peak times.	Reject Living Z and accept Living 3	Decline	Traffic effects have been assessed and found to be acceptable.
PC72-0033	John and Sue Sheaf	004	Quality of the Environment	Oppose	Close to one third of the proposed site is on Class 1 and 2 land. Considering we	Reject Living Z and accept Living 3	Decline	The loss of some Class 1 and 2 land

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					are in a state of climate change crisis globally, it seems irresponsible to convert any of our remaining productive land into houses and concrete. While this land may not currently be productive, it may be needed in the future.			has been taken into account in the evaluation and weights towards the density now required.
PC72-0033	John and Sue Sheaf	005	District Plan General	Support	Any development of rural or semi-rural land in the greater Christchurch area, to Living Z, should surely pay close attention to this plan which calls for increased housing density to be in the central city, not in the outlying towns. We understand the NDS-UD 2020 calls for more land to be made available to meet current demands for urban development, however uncontrolled, inappropriate development of small, rural towns like Prebbleton should not be permitted.	Reject Living Z and accept Living 3	Decline	I am satisfied that the development is well planned and does not amount to uncontrolled or inappropriate development.
PC72-0034	Robert Marshall Carter and Heather Margaret Carter	001	Subdivision of Land	Support In Part	We oppose the proposed Living Z rezoning. The subdivision should complement and be in keeping with the surrounding urban and rural areas.	Reject Living Z and accept Living 3 or 3A	Decline	I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes efficient use of the land
PC72-0035	Antony & Tarryn Deaker	001	Residential Density	Oppose	Rezoning the land to Living Z is at odds with the neighbouring subdivisions of Stonebridge Way & Conifer Grove which are zoned Living 1a and Living 3 respectively. It doesn't make sense to increase housing density on the outskirts of the Prebbleton township. Ms Lauenstein has previously suggested a "peri-urban boundary of rural residential properties could establish a pleasing urban form here" in paragraph 108 of the attached document. A 290 house subdivision does not fit with this recommendation. A rural-residential zoning would be more applicable.	Reject	Decline	I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes efficient use of the land
PC72-0036	Lea & Greg Bartram	001	Transport Networks	Oppose In Part	The original proposed plan was for sections the size of 5000sqm, with smaller sections amounting to 290 in total this will put more demand on Prebbleton resources including 600-750 more vehicles utilising the Trices/Tosswill and Trices/	Provide additional evidence that this development will not adversely impact traffic at the Trices/Tosswill and Trices/Birches Roads intersections.	Decline	The Traffic assessment has been reviewed by suitable expertise and found to be acceptable given other planned

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					Birches Roads intersections. The Trices/Birches intersection is already at capacity at peak times with the potential for hazards to happen. There are many teenagers in the area on Restricted licences that could have fatal accidents, in particular at this intersection. Most homes have 2 cars with many having a third or more if they have children driving or other family members.			network improvements.
PC72-0036	Lea & Greg Bartram	002	Transport Networks	Oppose In Part	Springs Road - with Tosswills, Birches & Trents all feeding onto Springs Road and the majority of residents heading towards the city or motor way at peak times, this already congested road will experience more delays and potential hazards for drivers and pedestrians.	Provide additional evidence that this development will not adversely impact traffic at Springs Road intersections.	Decline	The Traffic assessment has been reviewed by suitable expertise and found to be acceptable given other planned network improvements.
PC72-0036	Lea & Greg Bartram	003	Transport Networks	Oppose In Part	With an additional Retirement Complex being built on Springs Road this will put more demand on Springs Road. With more young families and elderly in the area then this will pose more issues with traffic and potential risk of accidents particularly in the village getting to the school, shops and using the bus services.	Provide additional evidence that this development will not adversely impact traffic on Springs Road.	Decline	The Traffic assessment has been reviewed by suitable expertise and found to be acceptable given other planned network improvements.
PC72-0036	Lea & Greg Bartram	004	Residential Density	Oppose In Part	With high density housing this will impact long term of property values with higher priced sections, lower cost housing potentially will be built.	Amend to provide larger sections	Decline	Living Z development will add to the variety of housing available within the township which is a requirement of the NPS UD.
PC72-0037	Michael Schwass	001	District Plan General	Oppose	Directly undermines the intentions of the Prebbleton Structure plan and the Greater Christchurch Urban Development Strategy by directing too much growth towards Prebbleton and undermining the village aspect of the town which was to be preserved.	Reject the proposal and retain the existing zoning.	Decline	The development will form a clear southern edge to the village which is significantly influenced by the new Park which was not anticipated in the Structure Plan.
PC72-0037	Michael Schwass	002	Residential Density	Oppose	Breaks down the "buffer zones" of low density housing on the perimeter of Prebbleton contemplated in the SDC planning by introducing intensified use	Reject the proposal and retain the existing zoning.	Decline	The Park will now provide the southern buffer to rural land.

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					of this land well beyond the current limits.			
PC72-0037	Michael Schwass	003	Transport Networks	Oppose	Will further compound traffic issues in and around the Birchs Road and Trices road intersection and Birchs Road in general.	Reject the proposal and retain the existing zoning.	Decline	The Traffic assessment has been reviewed by suitable expertise and found to be acceptable. The road frontages are required to be upgraded.
PC72-0037	Michael Schwass	004	District Plan General	Oppose	Oppose this least preferred option 1 on the same grounds as the above	Reject the proposal and retain the existing zoning.	Decline	The Traffic assessment has been reviewed by suitable expertise and found to be acceptable. The road frontages are required to be upgraded.
PC72-0037	Michael Schwass	005	District Plan General	Oppose	Oppose this least preferred option 1 on the same grounds as the above	Reject the proposal and retain the existing zoning.	Decline	The Traffic assessment has been reviewed by suitable expertise and found to be acceptable. The road frontages are required to be upgraded.
PC72-0037	Michael Schwass	006	District Plan General	Support In Part	Support this for some of the area as it retains the intended low intensity buffer around Prebbleton	Amend- Provide Living 3 for some of the area	Decline	I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes efficient use of the land
PC72-0024	Laura Chisholm	FS010	District Plan General	Oppose	006	Amend - 5000m2 sections minimum for this rezoning. In line with Living 3 or similar.	Decline	Expert evidence is that a minimum of 12 households per hectare is appropriate.
PC72-0037	Michael Schwass	007	Transport Networks	Oppose	Discharging further traffic from up to 290 dwellings onto Birchs and Hamptons road will exacerbate the traffic risk and pressure already present in this area.	Reject the proposal, if the overall rezoning is considered more extensive work upgrading the Birchs Road, Trices Road intersection and directing traffic South East on Trices to be preferred.	Accept in part	The road frontages are to be upgraded and a number of intersections are separately planned for upgrades.

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PC72-0038	Christchurch - Little River Railtrail Trust	001	Transport Networks	Oppose In Part	<p>The conversion of this parcel of land to urban use has some merit. It is well located near a bus and cycling route and is quite close to the amenities provided in Prebbleton Village. The trustees of the Christchurch – Little River Railtrail Trust do not want a repeat of the disruption to the trail caused by the urbanisation of Birchs Road in Lincoln. The numerous driveways across the trail are a safety hazard and do not need to be there. The trustees are currently in discussion with Selwyn District Council about re-routing the railtrail through Prebbleton. The preferred route is along Toswill Road from Springs Road to Oakwood Mews, along Oakwood Mews to the footpath access to the Domain, out of the Domain onto Stonebridge Way then to Trices Road and up to Birchs Road. This will have the rail trail on Trices Road close to where the proposed road into the new development meets Trices Road. We see the development plans to provide separated cycle paths and can appreciate the benefit of these to allow access to the proposed recreation area across Hamptons Road. We are also aware that 2021 has shown that the effects of climate change are upon us and planners must take all steps to ensure future developments have reduced carbon footprints. This not only includes providing good alternatives but also dis-incentivising travel by motor car. To this end we are encouraged by the plan in Appendix 1 for a walking and cycling route to the village centre. This is the preferred route of the railtrail through Prebbleton and we look forward to working with the Council on the enhancement of the route. Appendix 10 suggests that some building lots will have vehicle access directly onto Trices or Birchs Roads. The trustees are opposed to this because of the safety impacts on users of the cycle path. Whilst there may have been no accidents on the Birchs Road cycle path in Lincoln, it is the perception of safety that is required before people will use facilities. The current level of perceived safety on the cycle path along Birchs</p>	<p>Amend- All vehicle access to and from the site is via single exits onto Trices, Birchs and Hamptons Roads.</p> <p>In order to stop the proposed central road from Trices to Hamptons Road being used as a short cut it is suggested that it be cul-de-saced at some point, probably closer to Hamptons Road than Trices Road.</p> <p>The proposed extra exits onto Trices Road should be for pedestrians and cyclists only. Pedestrian and cycle access onto the existing roads from adjacent lots should be encouraged. Only very low fences on the sections fronting the existing streets.</p>	Accept in part	The ODP provides for primary road connections to each of the three roads with specific regard to safety of rail trail users at that edge.

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					Road adjacent to where the proposed development will occur is high because of the trees on the edge. Replacing them with vehicle access ways will reduce perceived safety.			
PC72-0039	Prebbleton Community Association	001	Transport Networks	Neither Support Nor Oppose	We request that Selwyn District Council fully consider the impact of any proposed development on the traffic flows through Prebbleton, and the 'Environment' of our village. We would like to remind Council that the 'environment' includes people and communities as defined by the RMA, Section 2. This specifically includes an assessment of downstream effects of traffic (in and through our town), not just at adjacent roadways. We strongly advocate for the safety and protection of our residents. This protection specifically includes the protection of a growing number of residents who need to cross Springs Rd and Birches Rd to access public transportation and community amenities. Increased traffic flow increases the danger to our vulnerable residents, specifically children and the elderly - which are growing in numbers. We do not want our community split into two halves by a major traffic corridor, which will happen by the cumulative effect and acceptance of developments such as these. We strenuously request that Council consider how to maintain the connectivity and integrity of Prebbleton Village, and proactively incorporate measures to allow residents to traverse our own town without excessive queuing for a gap in traffic.	We request that our association are consulted on any development which creates an effect on Prebbleton, including any increase of traffic on our roads. We specifically request the following measures: Lower speed limit in Prebbleton, Traffic calming measures on primary roads, Pedestrian crossings (or refuges) at key crossing points	Decline	This is beyond the scope of the Plan Change.
PC72-0040	Olwyn Mulligan	001	District Plan General	Oppose In Part	There is opportunity within currently township/residential zoned land in Prebbleton to be zoned to a higher density. Rezone existing urban zones before expanding the township and letting in spread into rural zones. If this land, on the outskirts of Prebbleton, can be rezoned to Living Z, other neighbouring Living 3 Zone(s) should also be rezoned to Living Z, or similar density i.e.	Amend - rezone the existing developed Conifer Grove from Living 3 to Living Z, or similar density. Amend – rezone other existing lower density, developed township zones to higher density zones i.e. Trices Rd (between Shands/Springs), Aberdeen, and such like. Delete – the majority of this land being rezoned to Living Z.	Decline	I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes efficient use of the land. Zoning of other land is a matter for the Proposed District Plan.

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					directly opposite land in Conifer Grove. If Living Z density is permissible for the majority of this land, and Prebbleton has the demand for this increased zoning density, existing urban zoned neighbouring land should be rezoned into higher density.			
PC72-0024	Laura Chisholm	FS011	District Plan General	Oppose	"majority of this land being rezoned to Living Z" - none of this land should be zoned Living Z.	Amend - 5000m2 sections minimum for this rezoning. In line with Living 3 or similar.	Decline	Expert evidence is that a minimum of 12 households per hectare is appropriate.
PC72-0040	Olwyn Mulligan	002	Quality of the Environment	Oppose	There is no distinction between the township and rural areas.	Amend – a clear distinction needs to be made at the boundary. Such as all of the following: larger lots on the boundary, open-scape fencing, large shelter belts and tree lines.	Accept in part	The ODP requires rural edge treatment with rural style fencing and landscaping.
PC72-0040	Olwyn Mulligan	003	Utilities	Oppose In Part	Concerned that the existing underground or above ground infrastructure cannot service this rezoning. Will these lots be on restricted water supply and pressure sewer to coincide with other "outer" subdivisions of Prebbleton.	Amend – restricted water supply, pressure sewer systems, dedicated green space/reserve for stormwater management etc.	Accept in part	Water supply is available as is pumped sewer. A Stormwater Management Area is proposed.
PC72-0040	Olwyn Mulligan	004	Transport Networks	Oppose	Concern with the increase in traffic volume on Birchs, in the first instance, and Trices Road. And consequently Springs Rd.	Amend no temporary or permanent road access permitted on to Birchs Road	Decline	Frontage upgrade is proposed with measures to protect cycle safety.
PC72-0040	Olwyn Mulligan	005	Transport Networks	Oppose	Concern with the increase and management of traffic during (and after – delivery trucks etc) construction and building –particularly heavy vehicles. And the ongoing effects of this traffic – noise, visual, dust, environmental etc. Concerned with the pedestrian and cyclist safety.	Amend no temporary or permanent road access permitted on to Birchs Road	Decline	Frontage upgrade is proposed with measures to protect cycle safety.
PC72-0040	Olwyn Mulligan	006	Transport Networks	Oppose In Part	Concern with the increase in traffic volume on the existing Birchs/Trices Road intersection. And consequently Birchs/Springs Rd intersection.	Amend - Birchs/Trices and Birchs/Springs intersections shall need an upgrade to cater for this extra traffic volume.	Accept in part	Some safety improvements are proposed at this intersection.
PC72-0040	Olwyn Mulligan	007	Transport Networks	Oppose	Concerned with the lack of safe and effective pedestrian management on both Birchs and Trices Rd, and particularly, the intersection of	Amend- Appropriate safe islands and "wait" areas must be made available for cyclists, prams etc. Footpaths	Accept in part	Safety improvements will be made along all frontages.

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					<p>Birchs/Trices Roads. Pedestrian management and approach/exiting the intersection is dangerous. Very little visibility and/or adequate areas to stand when waiting on the Lincoln side of the footpath.</p> <p>This rezoning shall increase the demand on these roads/intersections and pedestrians/cyclist do not appear to be appropriately managed through the rezoned area – no safe, offroad routes through the rezoning near Trices Rd. Concerned with how the pedestrian and cyclists, coming across Birchs Rd, from Conifer Grove and Trices Rd, shall be effectively managed.</p> <p>Particular concern with primary/ intermediate school aged children requiring to negate Birchs/Trices intersection, and Birchs or Trices Rd.</p>	required both sides of Birchs and Trices Roads within the township zones.		
PC72-0040	Olwyn Mulligan	008	Transport Networks	Oppose	<p>Concerned with this rezoning suggesting an access road off Birchs Rd. Either temporary or permanent. Concerned with the proposed road crossing the existing pedestrian/ cycleway to Lincoln.</p> <p>Concerned with the clash, on the opposite side of Birchs Rd, with Conifer Grove's walkway/cycleway onto Birchs Rd and the driveways from existing and future Conifer Gove properties.</p> <p>Concern with how the traffic volume and speed shall be mitigated.</p> <p>Concerned with the proximity of this access way to Birchs/Trices Rd intersection.</p> <p>Concerned with how public transport, cyclists and pedestrians will be safely managed with this access road.</p>	Amend- no temporary or permanent road access permitted on to Birchs Road.	Decline	Measures have been included in the ODP to provide for safety at the detailed design stage.
PC72-0040	Olwyn Mulligan	009	Quality of the Environment	Oppose In Part	Concerned with the visual impact of the extra street-lighting or accessway lighting.	Amend- no temporary or permanent road access permitted on to Birchs Road.	Decline	Measures have been included in the ODP to provide for safety at the detailed design stage.
PC72-0040	Olwyn Mulligan	010	Transport Networks	Oppose In Part	Concerned with the availability of bus stops and how bus movements shall work with the proposed rezoning.	Amend - allow a new bus stop each side of Birchs Rd, near the proposed rezoning.	Decline	This will be able to be considered separately from the plan change

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								as development proceeds.
PC72-0040	Olwyn Mulligan	011	Quality of the Environment	Oppose	Concerned with the visual impact of the rezoning, which shall likely be stripped to bare land with existing well-established vegetation removed, and how Prebbleton is perceived. Concerned with the "look" along Birchs and Trices Roads with existing well-established rural shelter belt/trees/hedging/plantations removed.	Amend- large established vegetation should be maintained where safe to do so.	Decline	Edge treatment is proposed but protection of shelter belts is not required.
PC72-0040	Olwyn Mulligan	012	District Plan General	Oppose	Concerned with how the rezoning shall be fenced on Birchs and Trices Roads, particularly at Birchs/Trices Rd intersection. Concerned with visibility issues	Delete – green space/reserve to be on this critical corner. Consideration required to open fencing along Birchs and Trices Roads.	Accept in part	Rural edge treatments are required.
PC72-0040	Olwyn Mulligan	013	Transport Networks	Oppose In Part	Concerned with how reserves and off-road inter-connecting walk/cycle ways shall be managed within this proposed rezoning. Concerned that Prebbleton's traditional off-street pedestrian/cycle ways design will not be maintained.	Amend - pedestrian and cyclists must be kept off roads, as much as practical, like the existing Prebbleton "model"	Accept in part	The ODP provides for extensive shared paths.
PC72-0040	Olwyn Mulligan	014	Quality of the Environment	Oppose In Part	Concerned with how reserves shall be designed within this rezoning to maintain the traditional off-street walkways and green spaces, from reserves to cul-de-sacs etc, through Prebbleton. Concerned the proposed one reserve/open space is insufficient.	Amend – more than one reserve/green area required.	Accept	More than one green area is proposed.
PC72-0040	Olwyn Mulligan	015	Residential Density	Oppose	Concerned with the likely number of rear allotments.	Amend – discourage high density housing practices where high numbers of rear allotments occur. Encourage more open zoning with additional roads/parking (i.e. cul de-sacs) and green spaces.	Accept in part	A minimum overall density of 12 households per hectare is proposed which is not high density. The subdivision design will be tested against the ODP and Living Z provisions.
PC72-0041	Allan Mulligan	001	District Plan General	Oppose In Part	There is opportunity within currently township/residential zoned land in Prebbleton to be zoned to a higher density. Rezone existing urban zones before expanding the township and letting in spread into rural zones. If this land, on the outskirts of Prebbleton, can be rezoned to Living Z,	Amend - rezone the existing developed Conifer Grove from Living 3 to Living Z, or similar density. Amend – rezone other existing lower density, developed township zones to higher density zones i.e.	Decline	I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes efficient use of the

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					other neighbouring Living 3 Zone(s) should also be rezoned to Living Z, or similar density i.e. directly opposite land in Conifer Grove. If Living Z density is permissible for the majority of this land, and Prebbleton has the demand for this increased zoning density, existing urban zoned neighbouring land should be rezoned into higher density.	Trices Rd (between Shands/Springs), Aberdeen, and such like. Delete – the majority of this land being rezoned to Living Z.		land. Zoning of other land is a matter for the Proposed District Plan.
PC72-0024	Laura Chisholm	FS012	District Plan General	Oppose	"majority of this land being rezoned to Living Z" - none of this land should be zoned Living Z.	Amend - 5000m2 sections minimum for this rezoning. In line with Living 3 or similar.	Decline	Expert evidence is that a minimum of 12 households per hectare is appropriate.
PC72-0041	Allan Mulligan	002	Quality of the Environment	Oppose	There is no distinction between the township and rural areas.	Amend – a clear distinction needs to be made at the boundary. Such as all of the following: larger lots on the boundary, open-scape fencing, large shelter belts and tree lines.	Accept in part	Specific rural edge treatment is required.
PC72-0041	Allan Mulligan	003	Utilities	Oppose In Part	Concerned that the existing underground or above ground infrastructure cannot service this rezoning. Will these lots be on restricted water supply and pressure sewer to coincide with other "outer" subdivisions of Prebbleton.	Amend – restricted water supply, pressure sewer systems, dedicated green space/reserve for stormwater management etc.	Accept in part	Water supply is available as is pumped sewer. A Stormwater Management Area is proposed.
PC72-0041	Allan Mulligan	004	Transport Networks	Oppose	Concern with the increase in traffic volume on Birchs, in the first instance, and Trices Road. And consequently Springs Rd.	Amend no temporary or permanent road access permitted on to Birchs Road	Decline	Road frontage upgrades and intersection improvements will be provided.
PC72-0041	Allan Mulligan	005	Transport Networks	Oppose	Concern with the increase and management of traffic during (and after – delivery trucks etc) construction and building – particularly heavy vehicles. And the ongoing effects of this traffic – noise, visual, dust, environmental etc. Concerned with the pedestrian and cyclist safety.	Amend no temporary or permanent road access permitted on to Birchs Road	Decline	Road frontage upgrades and intersection improvements will be provided.
PC72-0041	Allan Mulligan	006	Transport Networks	Oppose In Part	Concern with the increase in traffic volume on the existing Birchs/Trices Road intersection. And consequently Birchs/Springs Rd intersection.	Amend - Birchs/Trices and Birchs/Springs intersections shall need an upgrade to cater for this extra traffic volume.	Accept in part	Some safety improvements are recommended.

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PC72-0041	Allan Mulligan	007	Transport Networks	Oppose	<p>Concerned with the lack of safe and effective pedestrian management on both Birchs and Trices Rd, and particularly, the intersection of Birchs/Trices Roads. Pedestrian management and approach/exiting the intersection is dangerous. Very little visibility and/or adequate areas to stand when waiting on the Lincoln side of the footpath.</p> <p>This rezoning shall increase the demand on these roads/intersections and pedestrians/cyclist do not appear to be appropriately managed through the rezoned area – no safe, offroad routes through the rezoning near Trices Rd.</p> <p>Concerned with how the pedestrian and cyclists, coming across Birchs Rd, from Conifer Grove and Trices Rd, shall be effectively managed.</p> <p>Particular concern with primary/intermediate school aged children requiring to negate Birchs/Trices intersection, and Birchs or Trices Rd.</p>	Amend- Appropriate safe islands and “wait” areas must be made available for cyclists, prams etc. Footpaths required both sides of Birchs and Trices Roads within the township zones.	Accept in part	Road frontage upgrades are required.
PC72-0041	Allan Mulligan	008	Transport Networks	Oppose	<p>Concerned with this rezoning suggesting an access road off Birchs Rd. Either temporary or permanent. Concerned with the proposed road crossing the existing pedestrian/cycleway to Lincoln.</p> <p>Concerned with the clash, on the opposite side of Birchs Rd, with Conifer Grove’s walkway/cycleway onto Birchs Rd and the driveways from existing and future Conifer Gove properties.</p> <p>Concern with how the traffic volume and speed shall be mitigated.</p> <p>Concerned with the proximity of this access way to Birchs/Trices Rd intersection.</p> <p>Concerned with how public transport, cyclists and pedestrians will be safely managed with this access road.</p>	Amend- no temporary or permanent road access permitted on to Birchs Road.	Decline	Access will be permitted onto Birchs Road but with safety protections.
PC72-0041	Allan Mulligan	009	Quality of the Environment	Oppose In Part	Concerned with the visual impact of the extra street-lighting or accessway lighting.	Amend- no temporary or permanent road access permitted on to Birchs Road.	Decline	Access will be permitted onto Birchs Road but with safety protections.

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PC72-0041	Allan Mulligan	010	Transport Networks	Oppose In Part	Concerned with the availability of bus stops and how bus movements shall work with the proposed rezoning.	Amend - allow a new bus stop each side of Birchs Rd, near the proposed rezoning.	Decline	This will be able to be considered separately from the plan change as development proceeds.
PC72-0041	Allan Mulligan	011	Quality of the Environment	Oppose	Concerned with the visual impact of the rezoning, which shall likely be stripped to bare land with existing well-established vegetation removed, and how Prebbleton is perceived. Concerned with the "look" along Birchs and Trices Roads with existing well-established rural shelter belt/trees/hedging/plantations removed.	Amend- large established vegetation should be maintained where safe to do so.	Decline	Rural edge treatment is proposed but exiting shelter belts are likely to be removed.
PC72-0041	Allan Mulligan	012	District Plan General	Oppose	Concerned with how the rezoning shall be fenced on Birchs and Trices Roads, particularly at Birchs/Trices Rd intersection. Concerned with visibility issues	Delete – green space/reserve to be on this critical corner. Consideration required to open fencing along Birchs and Trices Roads.	Accept in part	The ODP includes rural edge treatment.
PC72-0041	Allan Mulligan	013	Transport Networks	Oppose In Part	Concerned with how reserves and off-road inter-connecting walk/cycle ways shall be managed within this proposed rezoning. Concerned that Prebbleton's traditional off-street pedestrian/cycle ways design will not be maintained.	Amend - pedestrian and cyclists must be kept off roads, as much as practical, like the existing Prebbleton "model".	Accept in part	The ODP includes extensive shared path network.
PC72-0041	Allan Mulligan	014	Quality of the Environment	Oppose In Part	Concerned with how reserves shall be designed within this rezoning to maintain the traditional off-street walkways and green spaces, from reserves to cul-de-sacs etc, through Prebbleton. Concerned the proposed one reserve/open space is insufficient.	Amend – more than one reserve/green area required.	Accept	More than one green space is planned.
PC72-0041	Allan Mulligan	015	Residential Density	Oppose	Concerned with the likely number of rear allotments.	Amend – discourage high density housing practices where high numbers of rear allotments occur. Encourage more open zoning with additional roads/parking (i.e. cul de-sacs) and green spaces.	Accept in part	A minimum overall density of 12 households per hectare is proposed which is not high density. The subdivision design will be tested against the ODP and Living Z provisions.
PC72-0042	Waka Kotahi NZ Transport Agency	001	Residential Density	Neither Support Nor Oppose	Urban Development Strategy and Canterbury Regional Policy Statement Any rezoning of this application site should be considered against the	The Proposed Plan Change should be assessed against the objectives and policies of the NPSUD, UDS and CRPS	Accept	These documents have been carefully considered.

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					updated UDS provisions and the provisions of the CPRS. If the proposed plan change does not align with the intentions of the updated UDS and provisions of the CPRS, then this may necessitate further consideration of the proposal and its potential approval.			
PC72-0042	Waka Kotahi NZ Transport Agency	002	Transport Networks	Neither Support Nor Oppose	Multi-Modal Transport Options The applicant should further consider opportunities for multi-modal transport through and adjoining the site, and any options identified should be incorporated into the plan change to promote both internal connections within the plan change areas and connections to the wider network.	The Proposed Plan Change should be assessed against the objectives and policies of the NPSUD, UDS and CRPS		These documents have been carefully considered.
PC72-0042	Waka Kotahi NZ Transport Agency	003	Transport Networks	Neither Support Nor Oppose	Carbon Emissions The proposed plan change will likely further contribute to the transport associated carbon emissions as there appears to be a reliance on private vehicle use due to the limited job opportunities and local amenities in the Prebbleton township, resulting in private vehicle commuter traffic into the city. As the plan change site is located outside of the Projected infrastructure Boundary, there is limited planning for the provision of improved public transport to support future residents of the plan change area.	The Proposed Plan Change should be assessed against the objectives and policies of the NPSUD, UDS and CRPS	Decline.	These documents have been carefully considered.
PC72-0043	Christchurch City Council	001	District Plan General	Oppose	National Policy Statement on Urban Development 2020 (NPS UD). The proposal is not anticipated by RMA planning documents as the site is located outside the greenfield priority areas identified on Map A of the Canterbury Regional Policy Statement (CRPS) and has not been included as a future development area in Change 1 to the CRPS. Policy 8 of the NPS UD sets out two tests for unanticipated or out-of-sequence development. These tests are that: a. The plan change will provide significant development capacity; and b. The plan change will contribute to a well-functioning urban environment. The assumption that 290 houses within the Greater Christchurch Partnership	Decline.	Decline.	These documents have been carefully considered.

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					<p>sub-region constitutes significant development capacity needs to be further supported by evidence,</p> <p>The additional capacity is in excess of what is needed. Development in these areas is not meeting a capacity shortfall, but rather could delay other growth and urban regeneration areas identified in Our Space from being developed and regenerated.</p> <p>While it is important to assess the plan change as unanticipated, the rationale for why development was directed to particular areas in the CRPS is relevant for determining the appropriateness of the proposal.</p>			
PC72-0043	Christchurch City Council	002	District Plan General	Oppose	<p>Relationship with the Canterbury Regional Policy Statement.</p> <p>Under the RMA, district plans are required to give effect to any national policy statement and regional policy statement. If a proposed change to a district plan will, if accepted, fail to give effect to a regional policy statement, then a change should be sought to the RPS either in advance or at the same time.</p> <p>Plan Change 72 has not been accompanied by a change to the CRPS that would rectify any inconsistency or conflict with Objective 6.2.1 of the CRPS. Thus the plan change does not give effect to the CRPS and in our view must be declined.</p>	Decline.	Decline.	These documents have been carefully considered.
PC72-0043	Christchurch City Council	003	Transport Networks	Oppose	<p>Wider transport effects on Christchurch City.</p> <p>The application does not address the difference between accessibility through public or active transport, and car based connections to employment. The location of the site does not provide sufficient local employment to meet the needs for the potential residents, and the travel times to reach major employment hubs such as the Christchurch city centre would take approximately 30 minutes via car and approximately 60 - 80 minutes via bus.</p>	Decline.	Decline.	Traffic assessment found these effects to be acceptable.
PC72-0043	Christchurch City Council	004	Residential Density	Oppose	<p>Density</p> <p>Require a minimum density of 15 households/hectare</p>	Decline.	Decline.	A density of 12 households / hectare was found

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								to be more appropriate.
PC72-0024	Laura Chisholm	FS013	Residential Density	Oppose	"Require a minimum density of 15 households/hectare" - suggested density too dense.	Amend - 5000m2 sections minimum for this rezoning. In line with Living 3 or similar.	Decline	Expert evidence is that a minimum of 12 households per hectare is appropriate.
PC72-0043	Christchurch City Council	005	District Plan General	Oppose	Social and Affordable housing The relevant recommendations of the Social and Affordable Housing Action Plan be incorporated in the Plan Change.	Decline.	Decline.	This submission point was not advanced in evidence at the hearing.
PC72-0044	GM & J Drinnan	001	Utilities	Support In Part	The plan change includes a comprehensive plan for the subdivision of the site including the provision of stormwater basins and resultant outflow from the basins. The plans show stormwater flows from the plan change site connecting to a hollow on our property. No agreement is in place for such an arrangement and the hollow does not currently carry water from surrounding areas. In the heavy rain event in June this year (300mm) there was no water flowing through the hollow. We are naturally concerned that the plan change is relying on our property for stormwater disposal and may result in water flow through our property. This will affect how we operate part of our property and its future potential. It is questioned how a development could rely on disposing stormwater across our property, including the introduction of water where there currently isn't any, without forming any necessary arrangement with the landowner or altering the proposal so that there is not a reliance on our property	Ensure Stormwater runoff to adjacent land is addressed.	Accept	Stormwater is addressed in the ODP and this includes reference to a legal outfall.
PC72-0044	GM & J Drinnan	002	Residential and Business Development	Support In Part	The proposed plan change zoning applies to the block of properties as identified in the plan change documentation. It is appreciated that detailed assessments have been provided which demonstrate the feasibility of the rezoning but it does leave our property being inconsistent with the proposed character of the area. To address this, it is sought that part of our property is rezoned in a manner consistent with the plan change area. It	Amend- to include the area between the Plan Change and the new district park as part of the new residential zone.	Decline	This has considerable merits in principle but requires further investigation and assessment. The submission is out of scope of the Plan Change.

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					is sought that the area on the appended plan is included as part of the plan change. As one can see, the identified area extends out as a finger of land along Hamptons Road and is opposite properties which would also face on to the road. Viewing this area on the ground will demonstrate the logic in including this area as part of the plan change but it is also considered the plan change would limit the use of this portion of our property if the rezoning is approved. For example, we run cattle on our property and currently walk the cattle along the road to the identified finger of land. If there were houses on the opposite side of the road, walking the cattle along the road would become be difficult and there is likely to be objections due to noise, smell etc. Hence our desire for this portion of our property to be included as part of the rezoning			
PC72-0045	Shane Heenan	001	Transport Networks	Oppose In Part	The traffic report is not representative of the future state of traffic already expected in the area as: * Other developments are already being built which will notably increase traffic, especially at the Trices Rd/Tosswill Rd corner and Trices Rd/Whincops Rd corner. The later of these has already had major accidents in the last year. * The peak traffic in the given report is not accurate, as this report was conducted after the end of term for Lincoln university, meaning none of the Lincoln university traffic was accounted for.	Reject Living Z and 3A Support Living 3.	Decline	I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes efficient use of the land.
PC72-0045	Shane Heenan	002	Community Facilities	Oppose In Part	The proposed plans for living Z and living 3A would likely attract young families to the development. Prebbleton School has already had to build new classrooms to fit their growing student base and the school is already approaching maximum capacity with the other developments in the area. The current district plan does not include provisions for more schools in the vicinity of this development	Reject Living Z and 3A Support Living 3.	Decline	I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes efficient use of the land.
PC72-0045	Shane Heenan	003	Residential Density	Oppose In Part	Lack of alignment with future regional plans: By allowing higher density housing in the above plot, this would constitute a	Reject Living Z and 3A Support Living 3.		

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					significant shift in Prebbletons population, in both size and location, from the original district plans.			
PC72-0046	Sarah Heenan	001	Transport Networks	Oppose	The reason we moved into Prebbleton was its lovely rural village feel - we love the way it is laid out - with smaller section properties at the centre of the village (nearer the bus routes) and the larger section properties scaling out towards the edge of town and the farm lands. This new proposal goes against this (and the district plan), as it will be a large subdivision, made up of small sections, on the outskirts of town, away from the bus routes, and on the boundary of farm lands. This is only going to increase traffic on the already very busy roads (which were not designed to be major routes. The traffic management report submitted in support of the traffic flows doesn't accurately reflect the traffic as it was undertaken after Lincoln University had finished classes for the semester. There also isn't a strong reference to all the other developments and their impact on the roads around the proposal once they are completed, especially the new retail developments which can be reached by routes using Trices and Birches Road. As a resident that uses both Trices and Birches Roads as well as the feeder roads of Tosswill and Springs multiple times a day, I am very concerned about the traffic volumes and road safety. It is already extremely hard to cross Springs road during peak school times and peak travel times safely. There is also no consideration to the impact on the local school - the school is already near capacity (it has recently just built a new building to cope with the increased roll) but adding another 20% to the school population needs to be addressed with the Ministry of Education.	Reject Living Z Support Living 3.	Decline	I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes efficient use of the land.
PC72-0046	Sarah Heenan	002	Subdivision of Land	Support In Part	I understand why people are looking to move into the Prebbleton community - it is an amazing village to live in. But its appeal of open spaces and larger sections needs to be maintained (as previously outlined and recommended in the district plans), so approving the	Reject Living Z Support Living 3.	Decline	I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes

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					change to Living 3 is a great way to ensure the rural/urban border and allow for the community to grow. If the council thinks adding another subdivision to the Prebbleton community is the way forward, then I would like them to approve the proposed rezoning from Rural inner Plains to Living 3 as listed as the Less Preferred Relief - option 3.			efficient use of the land.
PC72-0047	Canterbury Regional Council	001	Residential and Business Development	Oppose	<p>Settlement pattern</p> <p>The plan change site is not identified as a Greenfield Priority Area (GPA) for residential development and is located outside the projected infrastructure boundary shown on Map A. The plan change request is therefore considered to be inconsistent with Objective 6.2.1 (3) which "avoids urban development outside of existing urban areas or greenfield priority areas for development", and Policy 6.3.1 (4) to "ensure new urban activities only occur within existing urban areas or identified greenfield priority areas as shown on Map A, unless otherwise expressly provided for in the CRPS".</p> <p>Neither Our Space 2018-2048 or Proposed Change 1 identified the land subject to Plan Change 72 as necessary to meet future growth demands in Greater Christchurch over the 30 year period to 2048</p> <p>It is considered that suitability of the subject land for more intensive, urban development would be more appropriately addressed through a comprehensive review of the settlement pattern and long-term strategic growth planning exercise for Greater Christchurch</p>	Reject	Decline	The recommendation report considers these issues in detail and finds that the proposal is in accord with the NPS UD and that there are conflicting objectives in the CRPS.
PC72-0047	Canterbury Regional Council	002	District Plan General	Oppose	<p>Infrastructure</p> <p>The plan change application may be inconsistent with Policy 6.3.5(2) which seeks to ensure that the nature, timing and sequencing of new development is co-ordinated with the development, funding, implementation and operation of transport and other infrastructure.</p>	Reject	Decline	There are no material infrastructure investment triggers resulting from this plan change.
PC72-0047	Canterbury Regional Council	003	Transport Networks	Oppose	<p>Transport and Public Transport</p> <p>The plan change site is not currently well serviced by public transport.</p>	Reject	Decline	The Christchurch to Lincoln bus route passes

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					<p>Without frequent public transport services being in place from the outset, that are competitive alternative modes, development in this location is likely to be dependent on private motor vehicle use.</p> <p>The Integrated Transport Assessment (ITA) has been completed in isolation of the potential for other proposed plan changes to further impact the efficiency and effectiveness of both the local and strategic transport network.</p> <p>Furthermore, the ITA and the Economic Assessment do not adequately address the wider transport and environmental impacts (e.g. congestion and carbon emissions) arising from trips into Christchurch City.</p> <p>The proposed plan change does not therefore meet the above policies or the wider transport network and land use integration outcomes sought by Objective 6.2.4 and Policies 6.3.4 and 6.3.5.</p>			<p>along Birchs Road directly adjacent to the site.</p> <p>The CRPS policies have been carefully considered in the Recommendation Report.</p>
PC72-0047	Canterbury Regional Council	004	Land and Soil	Oppose	<p>Highly Productive Land and Versatile Soils</p> <p>The plan change site is identified on Canterbury Maps as comprising Land Use Capability Classes 1, 2 and 4. The area will likely be impacted by the impending direction contained in a National Policy Statement on Highly Productive Land (NPS-HPL) and conflicts with the Selwyn District Plan Township Volume contains Policy B1.1.8</p> <p>It is not agreed that identification of the site within the Rural Residential Strategy enables the urban densities promoted through the plan change request to comply with Objective 3 of the proposed NPS-HPL</p>	Reject	Decline	<p>The adjacent park development significantly changes the merits of this site for urban scale development. I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes efficient use of the land.</p>
PC72-0047	Canterbury Regional Council	005	Residential and Business Development	Oppose	<p>Strategic growth planning in Greater Christchurch</p> <p>Our Space 2018-2048 identifies sufficient development capacity to meet anticipated housing needs over a thirty year planning horizon out to 2048.</p> <p>Further development capacity in Prebbleton is not therefore required at this time to meet medium and long term</p>	Reject	Decline	<p>The evidence to the hearing was compelling that sufficient development capacity is not currently enabled to meet the objectives of the CRPS. The</p>

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					<p>housing targets, identified in Our Space 2018–2048 and expressed in the CRPS. Any reassessment regarding the desirability of additional growth at Prebbleton is therefore best considered as part of a future spatial planning exercise rather than ad-hoc and individual assessments prompted by private plan change requests.</p> <p>Such a spatial planning exercise has recently been initiated by the Greater Christchurch Partnership, in conjunction with delivery of the Greater Christchurch 2050 Strategic Framework and the establishment of an Urban Growth Partnership with the Crown.</p>			current supply of housing land in this location and the merits of the location do not need to await the future Spatial Plan.
PC72-0047	Canterbury Regional Council	006	District Plan General	Oppose	<p>National Policy Statement on Urban Development</p> <p>The anticipated yield of 290 allotments identified in the plan change appears to be insignificant when set against the medium term housing target of 32,300 households for Greater Christchurch as a whole.</p> <p>The proposed lot sizes and housing typologies identified in the plan change do not go far enough to align with these identified housing needs and gaps in housing supply and detract from a determination that the plan change adds significantly to development capacity.</p> <p>To create significant development capacity a proposal should also be able to demonstrate how infrastructure is committed and how it will be provided because development capacity includes 'the provision of adequate development infrastructure to support the development of land for housing or business use'</p> <p>This matter is not sufficiently addressed by the plan change.</p> <p>The well-functioning urban environment and well connected along transport corridors criteria together signal the importance of considering the location of a proposed development in relation to other areas and amenities, relative accessibility and transport infrastructure and / or options, when assessing unplanned development proposals such as this proposed plan change.</p>	Reject	Decline	<p>There are no material infrastructure investment triggers resulting from this plan change. The yield is significant in a Prebbleton urban area context given current supply.</p> <p>The proposal provides for a well functioning urban environment and is well located to amenities, transport and employment.</p>

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					<p>The proposed plan change does not give effect to a number of other key objectives and policies in the NPS-UD, including but not limited to:</p> <p>Objective 6(a)-(b)</p> <p>Objective 8(a)</p> <p>Policy 6The proposed plan change draws attention to wording in the NPS-UD which states that local authorities provide 'at least' sufficient development capacity to meet expected demand. This point needs to be balanced with other responsibilities and functions of local authorities (for example Section 30(1)(ba) and (gb) of the RMA) that require the strategic integration and an efficient and effective provision of infrastructure. Oversupply of land for urban development may support competition in land and development markets but could equally undermine urban form objectives, delay development in growth and urban regeneration areas already identified through the CRPS and thereby underutilise the associated supporting infrastructure in these locations.</p>			
PC72-0048	Jocelyn Humphreys	001	District Plan General	Oppose In Part	The land contained within Application 72 is outside the development areas identified on the maps in the Operative District Plan [Appendix 31] and in the Proposed District Plan for Prebbleton, DEV-PR1 and DEV-PR2	Reject rezoning to living Z. Support rezoning to Living 3.	Decline	I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes efficient use of the land.
PC72-0048	Jocelyn Humphreys	002	Residential Density	Oppose In Part	The land subject to the application is currently zoned as Inner Plains under the Operational District Plan and General Rural Zone under the Proposed Selwyn District Plan. The current minimum lot size for a dwelling is 4ha. To change from that housing density to the Living Z density is visually inappropriate and does not conform to the section size of existing subdivisions to the West and North.	Reject rezoning to living Z. Support rezoning to Living 3.		I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes efficient use of the land.
PC72-0048	Jocelyn Humphreys	003	Transport Networks	Oppose In Part	Birchs Road and Trices Road are designated as collector roads. The question is where do the collector roads take the traffic? At present, traffic travelling North on Birchs Road meets	Reject rezoning to living Z. Support rezoning to Living 3.		I am satisfied that Living Z with a minimum of 12 households per hectare meets the

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					the Y intersection of Springs Road adjacent to the former Meadow Mushroom site. This intersection will become even more congested when traffic from the retirement village on the Meadow Mushroom site comes on stream.			requirements of the Act and makes efficient use of the land. Traffic effect have been found to be minimal but intersection and road frontage upgrades are required.
PC72-0048	Jocelyn Humphreys	004	Transport Networks	Oppose In Part	The roading design for the proposed subdivision has single exits onto Hamptons, Birches and Trices Roads. However, the ODP shows two further potential exits onto Trices and 2 more East into the land towards Tosswills Road. If all these exits are developed, I believe that they will create danger for traffic on Trices Road.	Reject rezoning to living Z. Support rezoning to Living 3.	Decline	Side road intersection will be required to comply with Council design standards.
PC72-0048	Jocelyn Humphreys	005	Quality of the Environment	Oppose In Part	There is only one designated reserve of 900sqm surrounding existing trees which is inadequate to service the whole development. There is no open pocket reserve space for play. The developers are relying on the stormwater basins and the planned Reserve on Birchs Road to provide the necessary open space for the residents' enjoyment and recreation.	Reject rezoning to living Z. Support rezoning to Living 3.	Decline	The ODP open space shown is appropriate.
PC72-0048	Jocelyn Humphreys	006	Community Facilities	Oppose In Part	Prebbleton is not identified in the District Plan as a Key Activity Centre, rather it is a commuter village. Rolleston and Lincoln are identified as the preferred Key Activity Centres and are able to provide the full range of activities whether educational, residential, recreational, commercial or industrial. Therefore, Prebbleton lacks adequate facilities to provide for the exponential growth of the village. Shopping is limited with a supermarket only recently being opened. While there is currently some commercial development, it is constrained by the available commercial zoning in the village.	Reject rezoning to living Z. Support rezoning to Living 3.	Decline	Prebbleton has good access to KACs at Halswell and Hornby.
PC72-0048	Jocelyn Humphreys	007	District Plan General	Oppose In Part	I believe that the flurry of plan change applications lodged with the Selwyn District Council is to circumvent any amendments to the Canterbury Regional Policy Statement and the Selwyn District Plan, after due consideration by the Council, that may	Reject rezoning to living Z. Support rezoning to Living 3.	Decline	I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes

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					inhibit the ambitions of the developers. Changes resulting from the National Policy Statement have yet to be tested so a cautious approach to these Plan Change applications should be taken. The Council must be given space to complete its Future Development planning in accordance with the timetable in Part 4 of the National Policy Statement.			efficient use of the land. Each Plan Change will be individually tested and recommendations made. This recommendation is limited to PC 72.
PC72-0049	Nigel Humphreys	001	District Plan General	Oppose In Part	The land contained within Application 72 is outside the development areas identified on the maps in the Operative District Plan [Appendix 31] and in the Proposed District Plan for Prebbleton, DEV-PR1 and DEV-PR2	Reject rezoning to Living Z. Support rezoning to Living 3	Decline	I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes efficient use of the land.
PC72-0049	Nigel Humphreys	002	Residential Density	Oppose In Part	The land subject to the application is currently zoned as Inner Plains under the Operational District Plan and General Rural Zone under the Proposed Selwyn District Plan. The current minimum lot size for a dwelling is 4ha. To change from that housing density to the Living Z density is visually inappropriate and does not conform to the section size of existing subdivisions to the West and North.	Reject rezoning to Living Z. Support rezoning to Living 3	Decline	I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes efficient use of the land. Also the ODP includes rural edge treatment requirements.
PC72-0049	Nigel Humphreys	003	Transport Networks	Oppose In Part	Birchs Road and Trices Road are designated as collector roads. The question is where do the collector roads take the traffic? At present, traffic travelling North on Birchs Road meets the Y intersection of Springs Road adjacent to the former Meadow Mushroom site. This intersection will become even more congested when traffic from the retirement village on the Meadow Mushroom site comes on stream.	Reject rezoning to Living Z. Support rezoning to Living 3	Decline	I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes efficient use of the land. Traffic effect have been found to be minimal but intersection and road frontage upgrades are required.
PC72-0049	Nigel Humphreys	004	Transport Networks	Oppose In Part	The roading design for the proposed subdivision has single exits onto Hamptons, Birches and Trices Roads. However, the ODP shows two further potential exits onto Trices and 2 more East into the land towards Tossills	Reject rezoning to Living Z. Support rezoning to Living 3	Decline	Side road intersection will be required to comply with Council design standards.

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					Road. If all these exits are developed, I believe that they will create danger for traffic on Trices Road.			
PC72-0049	Nigel Humphreys	005	Quality of the Environment	Oppose In Part	There is only one designated reserve of 900sqm surrounding existing trees which is inadequate to service the whole development. There is no open pocket reserve space for play. The developers are relying on the stormwater basins and the planned Reserve on Birchs Road to provide the necessary open space for the residents' enjoyment and recreation.	Reject rezoning to Living Z. Support rezoning to Living 3	Decline	The ODP open space shown is appropriate.
PC72-0049	Nigel Humphreys	006	Community Facilities	Oppose In Part	Prebbleton is not identified in the District Plan as a Key Activity Centre, rather it is a commuter village. Rolleston and Lincoln are identified as the preferred Key Activity Centres and are able to provide the full range of activities whether educational, residential, recreational, commercial or industrial. Therefore, Prebbleton lacks adequate facilities to provide for the exponential growth of the village. Shopping is limited with a supermarket only recently being opened. While there is currently some commercial development, it is constrained by the available commercial zoning in the village.	Reject rezoning to Living Z. Support rezoning to Living 3	Decline	Prebbleton has good access to KACs at Halswell and Hornby.
PC72-0049	Nigel Humphreys	007	District Plan General	Oppose In Part	I believe that the flurry of plan change applications lodged with the Selwyn District Council is to circumvent any amendments to the Canterbury Regional Policy Statement and the Selwyn District Plan, after due consideration by the Council, that may inhibit the ambitions of the developers. Changes resulting from the National Policy Statement have 8 yet to be tested so a cautious approach to these Plan Change applications should be taken. The Council must be given space to complete its Future Development planning in accordance with the timetable in Part 4 of the National Policy Statement.	Reject rezoning to Living Z. Support rezoning to Living 3	Decline	I am satisfied that Living Z with a minimum of 12 households per hectare meets the requirements of the Act and makes efficient use of the land. Each Plan Change will be individually tested and recommendations made. This recommendation is limited to PC 72
PC72-0050	Ministry of Education (the Ministry)	001	District Plan General	Oppose In Part	Policy Framework: The application acknowledges PPC72 is inconsistent with several provisions of the CRPS but considers the plan	The Ministry requests that PPC72 should only proceed if the following matters are addressed: • The potential inconsistencies between	Accept in part	The ODP includes a requirement to consult with the Ministry of Education at the time of subdivision

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					<p>change is consistent with Policy 8 of the NPS-UD which states;</p> <ul style="list-style-type: none"> - Local authority decisions affecting urban environments are responsive to plan changes that would add significantly to development capacity and contribute to well functioning urban environments, even if the development capacity is: <ul style="list-style-type: none"> a) unanticipated by RMA planning documents; or b) out-of-sequence with planned land release. <p>The Ministry considers that PPC72 is inconsistent with the following provisions of the CRPS as the plan change site is outside of the Projected Infrastructure Boundary identified in the CRPS (Map A):</p> <ul style="list-style-type: none"> - Objective 6.2.1 of the CRPS states that: "Recovery, rebuilding and development are enabled within Greater Christchurch through a land use and infrastructure framework that... <p>3. avoids urban development outside of existing urban areas or greenfield priority areas for development, unless expressly provided for in the CRPS;</p> <ul style="list-style-type: none"> - Objective 6.2.2 outlines that: "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" - Policy 6.3.1 outlines that: "In relation to recovery and rebuilding for Greater Christchurch:... <p>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"</p> <p>It is also noted that PPC72 is inconsistent with the recent Greater Christchurch Partnership Our Space</p>	<p>Policy 8 of the NPS-UD in and the CRPS are satisfactorily resolved particularly as it relates to development capacity and well-functioning urban environments</p> <ul style="list-style-type: none"> • The Ministry requests ongoing liaison from the applicant regarding timeframes for the realising of the development to ensure there is adequate school capacity • The Ministry wishes to discuss with Council and the applicant the potential need to acquire land to establish a new primary school in Prebbleton • That Council considers the potential traffic effects of PPC72 on Prebbleton School 		consent applications.

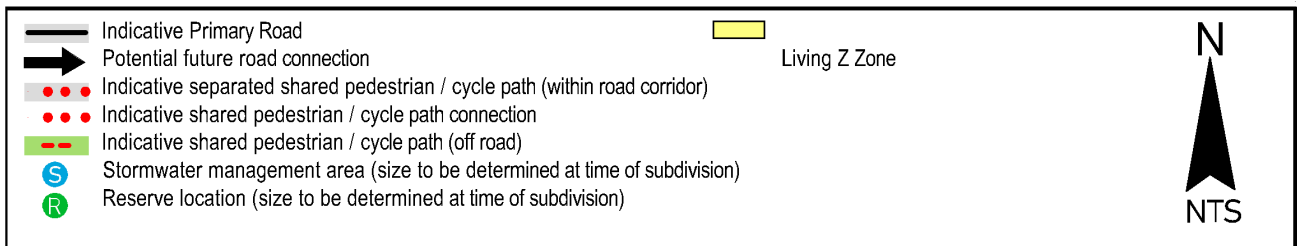
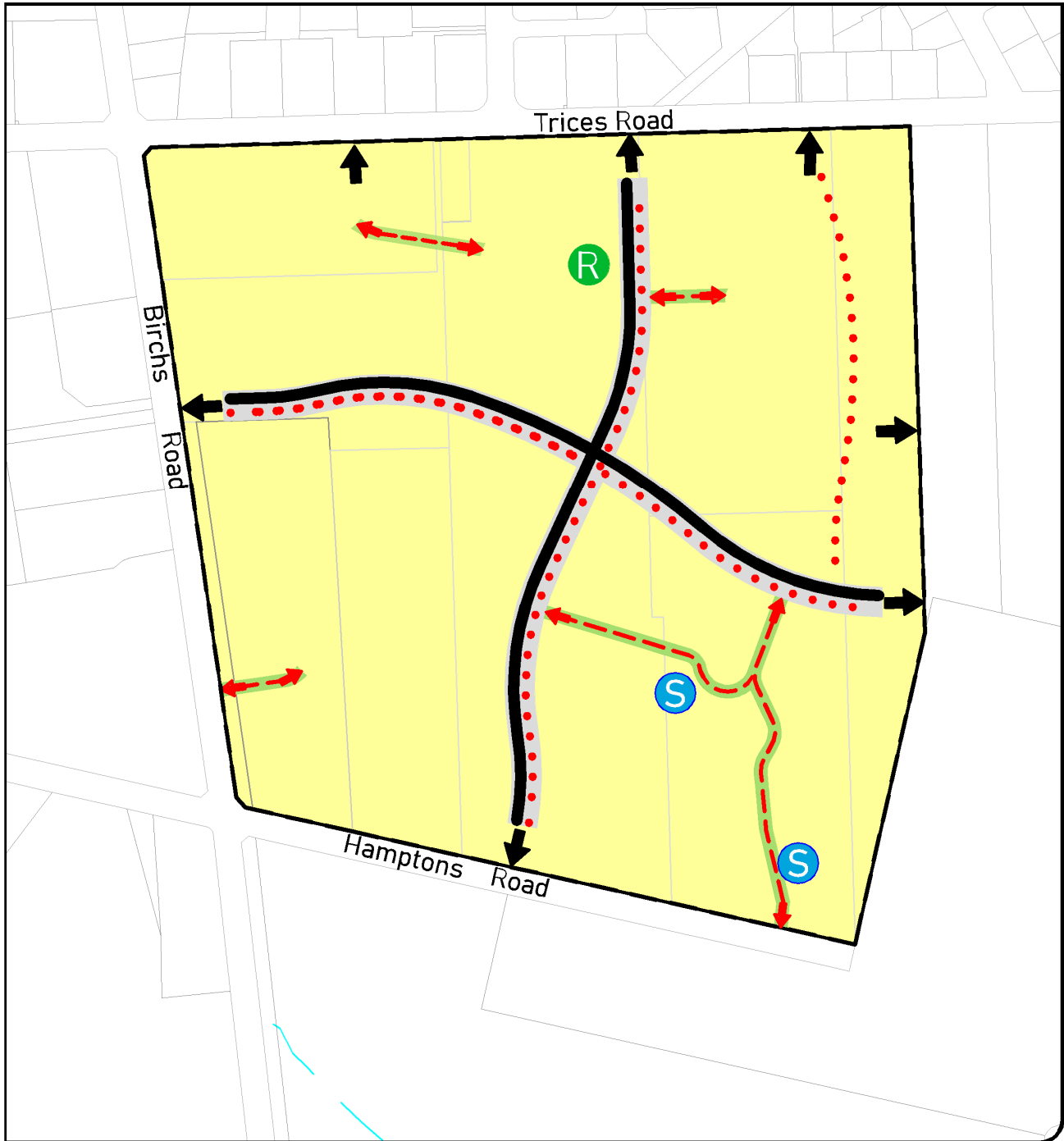
Submitter ID	Submitter Name	Point #	SDP Topic	Position	Summary	Decision Requested	Commissioner Recommendation	Reason For Recommendation
					<p>document which the Ministry generally supported (and reflects Map A).</p> <p>While the Ministry is aware of the national direction of the NPS-UD in relation to unanticipated growth, it is noted that if PPC72 is approved, it may set a precedent of development outside of existing planned areas in the Selwyn District and Canterbury, which makes planning for school capacity and networks increasingly difficult.</p> <p>Furthermore, the requirement of Policy 8 should also be balanced against other parts of the NPSUD, which require Councils to ensure sufficient additional infrastructure (which includes schools) is provided. Therefore, the Ministry also requests that SDC ensures the potential inconsistencies between Policy 8 of the NPS-UD and the CRPS are satisfactorily resolved as it relates to development capacity and well-functioning urban environments.</p>			
PC72-0050	Ministry of Education (the Ministry)	002	Community Facilities	Oppose In Part	<p>School Capacity</p> <p>PPC72 will result in a considerable increase in the population of Prebbleton. The proposed rezoning of the plan change site would enable approximately 290 residential allotments. This will result in an increase of school age children within the catchment areas of Prebbleton School, Ladbrooks School, and Lincoln High School. The Ministry anticipates that an additional primary school will be required due to the cumulative increase in school aged population resulting from plan changes in the area. Consultation with the Ministry has not occurred and accordingly, the Ministry requests that PPC72 is only approved if the applicant and Council consult with the Ministry and sufficient provisions are made to accommodate additional school age children.</p>	<p>The Ministry requests that PPC72 should only proceed if the following matters are addressed:</p> <ul style="list-style-type: none"> • The potential inconsistencies between Policy 8 of the NPS-UD in and the CRPS are satisfactorily resolved particularly as it relates to development capacity and well-functioning urban environments • The Ministry requests ongoing liaison from the applicant regarding timeframes for the realising of the development to ensure there is adequate school capacity • The Ministry wishes to discuss with Council and the applicant the potential need to acquire land to establish a new primary school in Prebbleton • That Council considers the potential traffic effects of PPC72 on Prebbleton School 	Accept in part	The ODP includes a requirement to consult with the Ministry of Education at the time of subdivision consent applications.

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PC72-0050	Ministry of Education (the Ministry)	003	Transport Networks	Oppose In Part	Traffic Congestion and Safety Prebbleton School have raised concerns regarding potential traffic safety issues resulting from PPC72 and the resultant increase in population. Prebbleton School is located on Springs Road and the Integrated Traffic Assessment (ITA) commissioned by the applicant does not consider the impacts of the proposed development on traffic congestion and safety along Springs Road or past Prebbleton School. The Ministry requests that potential traffic effects on the school be considered by Council in their assessment of PPC72.	The Ministry requests that PPC72 should only proceed if the following matters are addressed: <ul style="list-style-type: none"> • The potential inconsistencies between Policy 8 of the NPS-UD in and the CRPS are satisfactorily resolved particularly as it relates to development capacity and well-functioning urban environments • The Ministry requests ongoing liaison from the applicant regarding timeframes for the realising of the development to ensure there is adequate school capacity • The Ministry wishes to discuss with Council and the applicant the potential need to acquire land to establish a new primary school in Prebbleton • That Council considers the potential traffic effects of PPC72 on Prebbleton School 	Accept in part	The ODP includes a requirement to consult with the Ministry of Education at the time of subdivision consent applications.
PC72-0051	Elisha Young-Ebert	001	Transport Networks	Oppose	It is apparent that most commuters from Lincoln travelling into Christchurch use Prebbleton as a thoroughfare to reach the Southern Motorway. It is difficult enough, at peak hours, with current commuter stream coming through Prebbleton from Lincoln. PC72-0051 With the defective design of the main roundabout at Halswell Junction and Springs Road, it means that all commuters trickle into a single lane to round over to a bridge; they then have to cross over quickly to one left lane to get onto the motorway. At peak hours, trying to cross over safely is extremely risky. I believe Plan changes 69 and 72, jointly, will only increase the risk to drivers who have to take this commuters' route. My personal observation is many commuters from Lincoln treat Prebbleton as a place to get through,	Amend- <ul style="list-style-type: none"> - lower speed limit in Prebbleton - effective protective measures on primary roads, including lights for the junction of Springs and Tosswill Road - pedestrian crossings at key crossing points. - Ensure any proposal does not effectively split the village in half because of a major traffic corridor. 	Decline	Traffic effects have been found to be acceptable with requirements for frontage upgrades and some intersection improvements.

Submitter ID	Submitter Name	Point #	SDP Topic	Position	Summary	Decision Requested	Commissioner Recommendation	Reason For Recommendation
					<p>and their driving behaviour reflects that. They are impatient and they will not stop for children, who have ONE crossing to access along the main village drag of Springs Road.</p> <p>I am certain the traffic flow will only increase if both Plan Changes 69 and 72 are approved.</p> <p>I do not outright oppose this proposed Plan Change. However, I do think the Council must consider the traffic challenges for existing Prebbleton residents when you add at least another 5,000 new households from Plan Change 69, who will more than likely use Springs Road as a main city commuting route.</p> <p>I urge Selwyn Council to fully assess the transport needs of Prebbleton, in this tandem context, for the safety and protection of our residents. This protection specifically includes a growing number of residents who need to cross Springs Rd and Birches Rd to access public transportation and community amenities. Increased traffic flow increases the danger to our vulnerable residents, specifically children and the elderly – which are growing in numbers.</p>			

Prebbleton Outline Development Area 5

Operative District Plan - Living Z



REPORT

TO: Chief Executive Officer

FOR: Council Meeting – 27 April 2022

FROM: Strategy and Policy Planner, Rachael Carruthers

DATE: 13 April 2022

SUBJECT: **PLAN CHANGE 74 WEST MELTON – DECISION ON HOW TO CONSIDER THE PRIVATE PLAN CHANGE REQUEST RECEIVED FROM HUGHES DEVELOPMENTS LIMITED**

RECOMMENDATION

'That in respect to Plan Change 74 to the Selwyn District Plan lodged by Hughes Developments Limited, Council resolves to accept the request for notification pursuant to Clause 25(2)(b) of the Resource Management Act 1991.'

1. PURPOSE

This report assesses Hughes Developments Limited (the proponent's) plan change request (PC74) against the relevant Resource Management Act 1991 (RMA) provisions. This assessment has been provided to assist Council to make a decision on how to process the request. This is a mandatory decision that must occur within 30 working days of receiving the request and any subsequent additional information necessary to enable a reasonable understanding of what is being proposed.

2. SIGNIFICANCE ASSESSMENT/COMPLIANCE STATEMENT

This report does not trigger the Council's Significance Policy. This is a procedural requirement of the RMA.

3. HISTORY/BACKGROUND

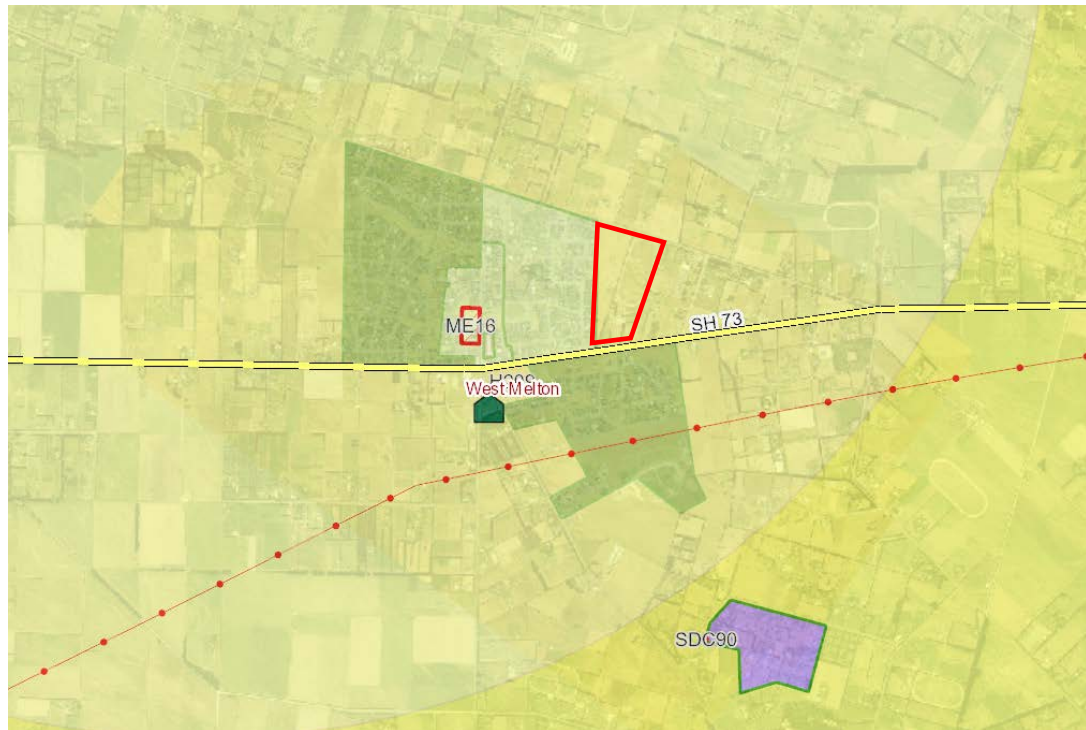
PC74 was formally received by Council on 20 November 2020. A Request for Further Information ('RFI') was made by the Council on 3 February 2021, with the final response received from the proponent on 15 December 2021.

The 20.687ha site is located to the east of the existing West Melton Living 1B zoned residential area (i.e. the Gainsborough subdivision). In addition to housing, West Melton includes small shopping area, school, and associated community facilities including a community hall, sports grounds, churches and pre-school.

The site is also bounded by Halkett Road to the north and West Coast Road (State Highway 73) to the south. Land on the northern side of Halkett Road and also to the east of the site is zoned Rural (Inner Plains) and is therefore primarily used for grazing

and other agricultural activities and on the southern side of West Coast Road the land is zoned Living West Melton (South), this land forms the Wilfield residential subdivision.

Figure 1. PC74 location (shown as red outline)



The entire site has a Rural (Inner Plains) Zoning in the Operative District Plan. The Plan Change request seeks for the site to be rezoned to Living West Melton and for a new Outline Development Plan, West Melton East to be inserted in Appendix 20 of Volume 1 Townships of the District Plan.

The request seeks that allotments are developed in accordance with the Living West Melton – Medium Density standards which have a minimum lot area of 500m² and a maximum lot area of 3000m². This would provide for an opportunity to develop approximately 130 residential allotments (with 134 shown on the draft plan of subdivision). Overall, it is set out that a total of 292 allotments must be achieved across the whole Living WM Zone (Including the existing homes in Gainsborough to the West of the Plan Change Site).

The application includes an Outline Development Plan ('ODP') which is based on the Living West Melton – Medium Density. While it is identified as a 'medium density' zone, this description is relative to West Melton i.e. the smallest lots are to be 500m² which is larger than other medium density areas elsewhere in the District. The ODP provides for the lower density (larger lots with a minimum size 1,00m²) alongside the boundaries with Halkett Road to the north, the Rural (Inner Plains) zoned land to the east and West Coast Road/SH73 to the south. The medium density sites can then be located centrally within the plan change site.

Key roading and pedestrian/cycle connections are shown, and include two main road connections into the plan change site from Halkett Road and SH73. There will be no further vehicle access along these road frontages. One further local road will be provided

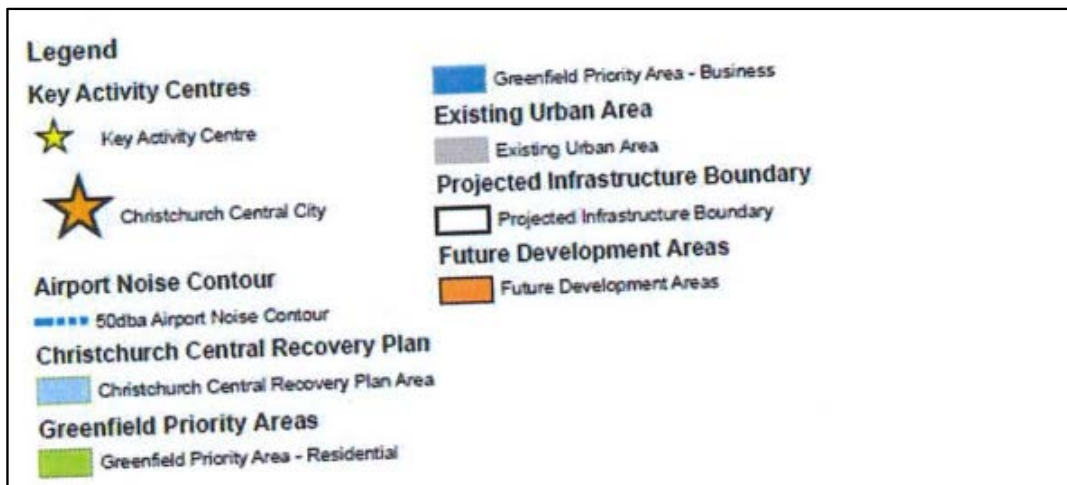
with a shared pedestrian/cycle link from the plan change site into the Gainsborough subdivision in the west and an eastern road connection is also shown for any future connections to land to the east.

A gateway and acoustic landscape treatment strip is identified on the ODP for land adjacent to SH73. Further, road boundary fencing and landscaping outcomes are anticipated as mitigation, particularly with respect to the rural urban interface and are to be secured via developer covenants on the titles or through standard subdivision consent processes (rather than District Plan rules). A reserve is identified on the ODP in a central location, with the size to be determined at the time of subdivision.

In terms of infrastructure, it is intended that primary stormwater from the site will be discharged to ground via soakholes on individual sites but drainage and soakholes associated with the roads will be constructed as part of any future subdivision and vested with Selwyn District Council. Wastewater is intended to be catered for through gravity connections to existing infrastructure or via low pressure sewer systems or a small sewerage pumping station installed in the road reserve and vested with Selwyn District Council. Water supply is intended to be provided via reticulated supply located within the road reserves and additional water required will be provided through increasing the capacity of the reservoir (located to the south west of the plan change area) through the current work undertaken by Council.

The site is not currently identified within the CRPS as a priority greenfield area or Future Development Area. The site also sits outside of the existing West Melton township boundary, and by extension, outside of the infrastructure boundary of the township (as shown red in Figure 2 below). As such there is a tension with the higher order direction regarding a change to Living West Melton Zone.

Figure 2. PC74 location relative to Projected Infrastructure Boundary (Site Shown in Red Outline)



The National Policy Statement on Urban Development (NPS-UD) does however provide a policy framework (Policy 8 in particular) that obliges Councils to be 'responsive' to considering proposed developments that would both provide 'significant capacity' and contribute to 'well-functioning urban environments', even where such development is unanticipated by RMA planning documents or out-of-sequence with planned land release. The NPS-UD therefore provides a pathway for the plan change to be accepted for notification and further processing even if that development sits uneasily against the existing CRPS direction. It is on the basis of the direction of the NPS-UD that the proponent has applied for the rezoning. The direction of the NPS-UD is discussed further below in Section 5.

The recent Resource Management (Enabling Housing Supply and Other Matters) Amendment Act has as its purpose a requirement to enable additional housing supply by way of introducing mandatory medium density residential standards (MDRS) for certain relevant residential zones at Tier 1 Local Authorities of which Selwyn District Council is. SDC has recently considered whether West Melton is to be considered as an area where the MDRS is to apply and have recently resolved (in February 2022) that West Melton is not to be included within the scope of this Act. Therefore, the private plan change does not need to be amended to align with the MDRS as Council has already resolved that West Melton is not subject to the MDRS rule framework or upcoming variation to the Proposed District Plan.

PC 74 seeks to largely adopt the provisions in the Operative District Plan. The proposed amendments are therefore limited to changes to the planning maps to show the new zoning, the inclusion of the proposed ODP and several consequential amendments to the subdivision rules to provide links to the ODP and the density outcomes sought.

The plan change request is supported by technical reports (updated through the RFI process) that address geotechnical and natural hazard matters, soil contamination, urban design and landscape outcomes, transport and an infrastructure report.

Access to the full request has been forwarded to Councillors and made available to members of the public on Council's website at <https://www.selwyn.govt.nz/property-And-building/planning/strategies-and-plans/selwyn-district-plan/plan-changes/plan-change-74,-rezone-20.687-hectares-of-land-from-rural-inner-plans-to-living-wm-east-zone,-west-melton>

4. PROPOSAL

Any person may request a change to a District Plan and Council must consider that request. Under Clause 25 of the First Schedule to the RMA, Council must either reject, accept, or adopt the request, or alternatively process it as a resource consent. An assessment of each of these options is considered in the following section of this report.

5. OPTIONS

Option 1: Reject the request

Under Clause 25(4), the grounds for rejecting PC74 are:

- a. That the request is frivolous or vexatious;
- b. The substance of the request has been considered by the Council or the Environment Court in the last two years;
- c. The request does not accord with sound resource management practice;
- d. The request would make the District Plan inconsistent with Part 5 of the RMA;
- e. The District Plan has been operative for less than two years.

In terms of (a), the request is not considered to be frivolous or vexatious. The need for additional land for housing, and consideration of the appropriate locations for such is neither a frivolous or vexatious issue. The application includes a suite of technical reports addressing the matters typically relevant to rezoning proposals and as such the

application cannot be said to be frivolous. Matter (a) is not therefore considered to be grounds for rejecting the plan change.

In terms of matters (b) and (e), the substance of the request has not been considered by the Council or the Environment Court in the last two years and the District Plan was made fully operative in May 2016, meaning that it has been operative for more than two years.

In addition to these two matters, specific to the Greater Christchurch area, section 18 of the Greater Christchurch Regeneration Act 2016 (the GCRA) also provides that a Council may reject the request in whole or in part on the ground that, within the last two years, the substance of the request or part of the request has been considered and given effect to, or rejected, under the Canterbury Earthquake Recovery Act 2011. Urban growth matters have not been considered within the last two years under the CERA.

In terms of matters (c) and (d), such a determination involves a merits-based assessment of the plan change. A detailed assessment of the plan change merit will be undertaken following consideration of any matters raised by submissions. For a determination regarding notification, the plan change broadly aligns with sound resource management practice insofar as the specific merit of a given zone is a matter to be considered in detail through a publicly notified process, with the change sought assessed against s32 of the RMA.

In terms of (c) alone, it is considered that there is a very high legal threshold to be met for a decision to be made to reject a plan change on the basis that it does not accord with sound resource management practice. As noted above, the request is supported by a substantial body of documentation and analysis that, in the view of the proponent, concludes that the request does accord with sound resource management practice. It is appropriate therefore that the substantive nature of this material be tested through the appropriate process. Matter (c) is not therefore considered to be grounds for rejecting this plan change.

Council's roles and responsibilities in terms of resource management outcomes and the hierarchy of National Standards, policy statements and plans are set out in Part 5 RMA. Section 75(3)(c) requires the district plan to give effect to any regional policy statement. On initial assessment, PC74 would sit uneasily against the CRPS direction that new urban development should only be located in identified greenfield priority areas shown in Map A of Chapter 6 of the CRPS (which this site is not).

Generally, a change that would not give effect to the CRPS would be considered to result in the District Plan being inconsistent with council's functions under Part 5 RMA. However, with the introduction of the NPS-UD, this consideration is not so straightforward. As noted above, Policy 8 of the NPS-UD requires Council to be responsive to proposals that would add significantly to development capacity and would contribute to a 'well-functioning urban environment, even where such proposals are unanticipated or out-of-sequence with CRPS directions. Council has recently accepted Commissioner Caldwells' recommendation regarding PC67 which found that in that instance the plan change met the relevant statutory tests and that in the context of West Melton a development providing some 130 dwellings met the test of delivering 'significant capacity'.

The NPS-UD directs that the CRPS include criteria for determining what plan changes will be considered as adding significantly to development capacity. The CRPS does not yet contain such criteria. These criteria are being developed by Greater Christchurch Partnership local authorities, but it is only at very early stages. In the absence of this criteria, plan change proponents can apply to have plan changes accepted even where they potentially do not give effect to Chapter 6 of the CRPS. The proponent considers that the plan change request would add significantly to development capacity for West Melton township and has provided an analysis of such with the request.

While not specific to this plan change request, the Council has received legal advice on the conflict between the NPS-UD, the existing CRPS and the provisions for rejection of a plan change request under Clause 25(4). The advice outlined that Council need not reject a plan change under Clause 25 simply because the site of the plan change is outside of the 'greenfield' development areas identified on Map A of the CRPS. The NPS-UD therefore provides a pathway by which the plan change can be considered, in a manner that does not result in the District Plan being inconsistent with Part 5 RMA.

Overall, it is not considered that the plan change should be rejected under any of the matters set out in Clause 25(4).

Option 2: Adopt the Plan Change request

Under Clause 25(2)(a), Council may adopt the request, in whole or in part, as its own. Adopting the request means that the Council effectively takes over the plan change request so that it becomes a council-initiated plan change rather than a private plan change. Adopting PC74 would imply that Council generally supports the proposal.

Council should only consider adoption if the change has a strategic benefit, a substantial community benefit, a cost element which might require negotiations to occur between the council and the applicant, or involves a complex issue or a number of landowners that would benefit from Council coordinating the plan change process.

The plan change is geographically contained and does not present any significant strategic matters that would necessitate Council taking over the plan change at this point in the process. The merit of the plan change is a matter that is best considered at the substantive hearing stage, with the potential that other matters may be raised by other interested parties through the submission process.

Adopting the request would result in Council having to fund the remainder of the process, thereby relinquishing the ability to recover costs from the plan change proponent.

It is not recommended that the Council adopt the request for the above reasons.

Option 3: Accept the Plan Change request

Accepting PC74, under Clause 25(2)(b), would enable the request to be publicly notified and for the request to be subject to the substantive assessment and public participatory processes provided under the RMA. This, in turn, would provide Council with a more informed understanding of the community's view on this specific request. Accepting the plan change would mean that the costs associated with the continued

processing of the request would be the responsibility of the proponent and no direct costs would be incurred by the Council or rate payers, although the preparation of any Council submission (if appropriate) could not be on-charged. Council retains the right to lodge submissions or further submissions to ensure there is sufficient scope to support amendments that may address any concerns with the potential plan change.

Whilst the request can be considered to provide significantly to development capacity, the NPS-UD direction does not mean that every development providing capacity is appropriate. A plan change proponent must also demonstrate that the plan change would contribute to a well-functioning urban environment. While the Council must be responsive to the development capacity provided, the Council may still determine that the proposal is not the most appropriate course of action, and any plan change still needs to be considered on its merits overall. This includes that PC74 must still meet RMA section 32 and Part 2 tests and be subject to a substantive assessment of these through the Schedule 1 process.

It is considered that the merits of the plan change proposal overall are best tested through the submission and hearing process. Accepting the plan change request is the recommended option under the current set of circumstances.

Option 4: Convert to a Resource Consent Application

The final option open to the Council is to process PC 74 as a resource consent.

The request seeks to rezone rural land for residential purposes, add an ODP in the Plan and amend the subdivision rules to guide future development in accordance with the ODP. These are matters best addressed through a comprehensive plan change process rather than reliance on resource consent applications which may not provide the outcomes anticipated by the District Plan. A resource consent would be assessed against the policy outcomes sought for the Rural (Inner Plains) Zone, whereas a plan change enables a more fundamental consideration of whether rural or urban outcomes are most appropriate for this particular block of land.

Processing the request as a resource consent is not therefore considered appropriate.

Recommended Option

The consideration of the request at this stage is limited to a coarse scale assessment of the contents of the plan change to ensure that firstly, the content and implications of the proposal can be generally understood; and secondly that the request is not in direct conflict with other planning processes and statutory instruments.

The RMA affords the opportunity for the plan change proponent to request changes to the District Plan and prescribes the timeframes that Council must adhere to in processing the request. The recommended option to accept PC74 for notification will enable the request to be publicly notified, submissions and further submissions received and for the substantive merits of the proposal to be considered at a public hearing.

Accepting the request for notification does not signal that Council necessarily supports the proposal. The opportunity remains for Council to recommend that the request be supported, amended or opposed at a subsequent hearing. The benefit in accepting the

request is that public input can be received to inform the overall assessment of the merits of the proposal.

Option 3, to accept PC74 for further consideration is therefore recommended.

6. VIEWS OF THOSE AFFECTED / CONSULTATION

(a) Views of those affected

If the recommendation to accept the request for continued processing is adopted, then the contents of PC 74 will be subject to the statutory consultative provisions of the RMA where the opportunity for public involvement is mandatory. Council will be required to publicly notify PC 74 and serve notice on all directly affected parties and organisations, who then have the opportunity to participate in the ongoing process.

(b) Consultation

The proponent held preliminary meetings with Council staff to inform the preparation of the plan change prior to lodgement. As addressed above, following lodgement the request has been peer reviewed by the relevant internal Council staff, as well as external peer reviewers as appropriate, to consider the adequacy of information provided. As a result of this initial review, additional information has been included in the request documentation, and some changes have been made to reflect the matters raised in the RFI. As outlined above, the recommendation to accept PC 74 will advance the request to the point where members of the public and interested parties can participate in the process through submissions, further submissions and the hearing.

(c) Māori implications

The proponent has advised that Mahaanui Kurataiao Limited who represent Tangata Whenua interests have been asked to comment on the proposed plan change. Feedback from mana whenua has yet to be received.

It is noted that it is standard Council practice to directly serve notice to Mahaanui Kurataiao Limited when plan change requests are publicly notified, to ensure that mana whenua are provided with a formal opportunity to make submissions and provide feedback.

(d) Climate Change considerations

The request includes an assessment of the resilience of the proposal to the effects of climate change and notes that the primary manner in which this can be achieved within new urban development is through encouraging reduced greenhouse gas emissions and that the plan change supports this by promoting a consolidated urban form, cycle and pedestrian connectivity to community infrastructure and reduced reliance on vehicle travel. The adequacy of this assessment will be tested through the submission and hearings processes.

7. FUNDING IMPLICATIONS

The plan change proponent is responsible for the costs associated with processing a private plan change request, with Council costs being fully recoverable. Council would be responsible for the cost of defending its decision should it be appealed to the Environment Court.

The provision of network infrastructure and associated funding is addressed through the Council's Development Contributions Policy prepared under the Local Government Act. Local infrastructure located within the plan change area is provided by the developer as part of the subdivision consent process. Feedback from Council's asset teams have confirmed that reticulated services are able to be upgraded so that they can be provided to the site.

8. INPUT FROM OTHER DEPARTMENTS

The contents of the request, including relevant technical reports, were circulated to Council's Asset Managers for review and comment. Queries received from them were incorporated into the Request for Further Information.



Rachael Carruthers
STRATEGY AND POLICY PLANNER

Endorsed For Agenda



Tim Harris
GROUP MANAGER ENVIRONMENTAL AND REGULATORY SERVICES

REPORT

TO: Chief Executive Officer
FOR: Council Meeting – 27 April 2022
FROM: Asset Manager Transportation and Team Leader Transportation
DATE: 19 April 2022
SUBJECT: **TRANSPORTATION MONTHLY UPDATE**

RECOMMENDATION

‘That the Council receives the report “Transportation Monthly Update” for information.’

1. PURPOSE

The purpose of this report is to inform Council on matters of interest in the context of the transportation activity.

2. SIGNIFICANCE ASSESSMENT/COMPLIANCE STATEMENT

As this report is for information only it is not considered to be significant in the context of Council’s Significance Policy.

3. HISTORY/BACKGROUND

Selwyn District Council’s current goal for the Transportation activity is:

‘To maintain, operate, and improve the road network and other transport facilities to achieve a transport system that provides safe, efficient, and sustainable movement of people and goods’

4. ASSET MANAGEMENT

4.1. Transport Activity Management Plan – Related

- 2022/23 Draft Annual Plan. Previously proposed and discussed transport budget changes have been included in the draft for consultation, apart from the Glentunnel Undergrounding Project.
- Walking and Cycling Strategy Update

A new draft strategy and accompanying action plan is close to being completed for Council consideration. This has included the input of the Reserves Activity Management Team to include goals and objectives related to recreation and other related activities.

Work has also now started on similar related Public Transport and Travel Demand Management draft strategies for Council, which can then integrate and coordinate across these three mode shift strategies to inform future Long Term Plan development and emerging Council responsibilities around sustainable transport and emissions reduction etc.

4.2. Canterbury Regional Transport Plan – Work Streams

4.2.1 Public Transport

- Greater Christchurch Fare Review. Council's submission to Environment Canterbury's 2022/23 Draft Annual Plan covered these key points:
 - i. SDC supports Option 2 – \$2 Flat Fare proposal for a two year trial are more appropriate for Selwyn ratepayers in the current economic climate
 - ii. SDC wishes to discuss with ECan how a 'MyWay' trial can be introduced to Selwyn on the back of the success of the Timaru trial.
 - iii. SDC supports the acceleration of PT Futures in line with the agreed Greater Christchurch Partnership position over a 6-year period
 - iv. SDC requests that ECan undertake a full-service review in light of anticipated urban growth to improve expansion into Selwyn's expanding residential areas
 - v. SDC request timetable additions for Darfield and Leeston services.
- The Canterbury Regional Transport Committee (RTC) directed its staff to consider passenger rail in Canterbury. This stage will explore the role of an inter-regional passenger rail services, and how best to integrate that with the MRT service within Greater Christchurch.

4.2.2 Road User Charges

The RTC is preparing a collective submission on behalf of the region on Waka Kotahi's request for comments on the future Road User Charges (RUC). A draft prepared by staff has been discussed by the RTC prior to being finalised.

4.3. Plan Change Requests – Transport

The bulk of plan changes have been dealt with in terms of the review of applications, production of Requests for Information (RFIs), producing evidence, and attendance at Hearings, but some still remain. Those that have been approved are now entering the phase of subdivision resource consenting and the intricacies of giving effect to the Outline Development Plans.

There have however been a number of pre application meetings with Applicants for other proposed plan changes whether individually, or related to the Proposed District Plan and/or related upcoming variations.

4.4. Major Strategic Transport Projects

4.4.1. Rolleston/SH1 Access NZUp Project

Waka Kotahi briefed Council on its preferred option for the Rolleston "flyover" in advance of further public engagement. Based on this Waka Kotahi has discussed this further with other key stakeholders in the Jones Road area and is finessing its plans prior to further public engagement expected to occur in June 2022.

4.3.2 West Melton SH73 Traffic Signals

Waka Kotahi have tendered the project. The project is progressing well.

4.3.3 Tancreds Rd Sealing

The jointly funded project between Council and Fletcher Holmes to upgrade and seal Tancreds Rd between Springs Rd and Birchs Rd (relating to the adjoining new subdivision) has been completed and now the project is now in its maintenance period.

4.3.4 Prebbleton Arterial Intersection Upgrades

Roundabout upgrade plans for Shands/Trent's and Shands/Hamptons have been reviewed in relation to the effects of the additional traffic from proposed Plan Change 68 that seeks to create another residential 840 lots situated between Trent's and Hamptons Roads.

This means that the proposed Shands/Trent's Road Roundabout would become a dual lane roundabout rather than a single lane roundabout. The PC 68 Applicant would be meeting the additional costs to achieve a dual lane roundabout.

4.3.5 Waka Kotahi "Streets for People" Initiative.

Waka Kotahi has declined Councils application to consider funding the project to upgrade Gerald Street Lincoln, between Kildare Terrace and West Belt under that national initiative. While any specific reason has not been ascertained yet for declining this project, Waka Kotahi's generalised explanation to those declined was provided as follows:

"Based on the learnings from the evaluation of Innovating Streets 2020-21, we are now working with a smaller cohort of councils for the new programme, to ensure they are well-supported and set-up for success."

4.4 Greater Christchurch Partnership – Transport

Approval has been obtained from the Greater Christchurch Partnership Committee to advance the development of the development of a Greater Christchurch Transport and Investment Plan which supports advancing PT Futures and the GC 2050 Spatial Plan including MRT.

The Partnership are now looking at MRT in three stages

- **Stage 1** - Identification of preferred mode and route along Riccarton and Papanui Road corridors. Stage 1 will also focus on connecting strategic land uses like the airport and university to this MRT system as well as adjustments needed to the bus and cycle network to ensure an integrated system. Expected mid 2022
- **Stage 2** - The best way to expand MRT to Selwyn and Waimakariri. This stage explores the pros and cons of extending the preferred mode identified in Stage 1 to Selwyn and Waimakariri, or a complementary service (e.g. express buses and direct services).
- **Stage 3** will consider the benefits and risks over Stages 1 and 2 by adopting heavy rail compared to on road/street running as any preference. Stage 3 will provide the final gateway to be based on the recommended urban form from the Spatial Plan. Both Stage 2 and 3 expected end 2022.
- **Possibility of Stage 4** – This stage will consider the findings of the RTC (as 4.2.1) workstream that explores the role of an inter- regional passenger rail services, and how best to integrate that with the MRT service within Greater Christchurch.

4.5 Councillor Requests

Next State Highway Review

There has been still no response to date by the NZTA to Councils letter of the 16th June 2021. James Caygill at Waka Kotahi has been reminded to respond by the Mayor.

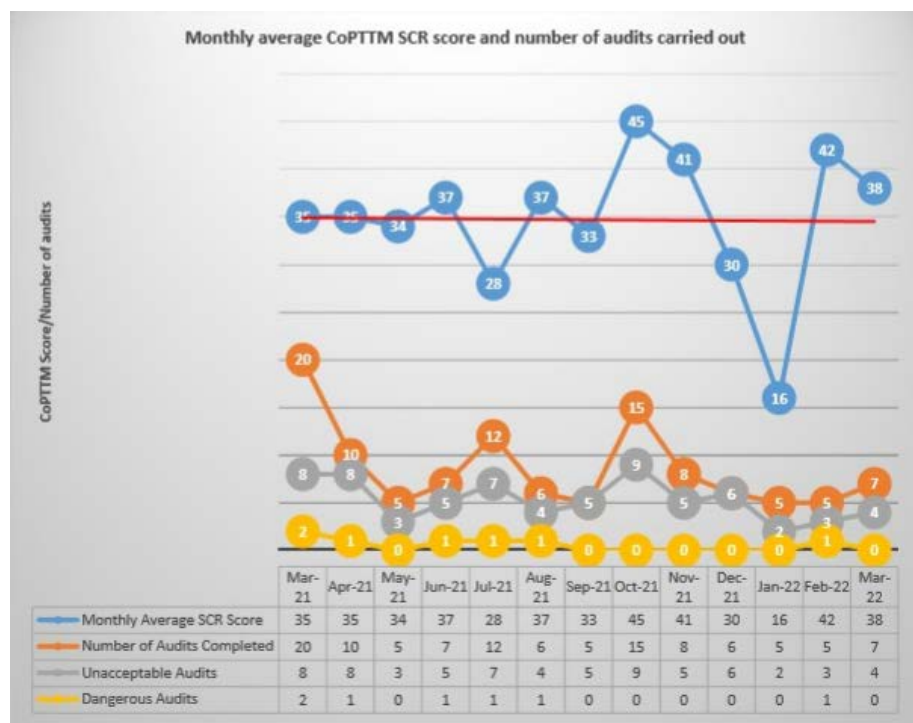
5. SERVICE DELIVERY

5.1. Corridor Management

Seven temporary traffic management audits were completed in March on 131 active sites.

Audits March 2022

Average Score	41
Active sites in March	131
Road Space Bookings for March	48
Number of CoPTTM Audits Conducted in March	7
Number of Site Audits Conducted in March	15
% of sites audited in March	5.3%
% of sites visited in March	16.7%
5% of Actives sites	6
CoPTTM target (percentage of sites audited)	5%



There have been 811 corridor access requests made in the previous 12 months (61 in March 2022). There are 131 sites that are work in progress and 801 sites that are in the warranty period.

5.2. Road Naming

The following road names have been approved during March.

- **Rufus Homes Subdivision – 987 Goulds Road, Rolleston**
Amrit Lane
- **Westwood Subdivision – Faringdon South West, Rolleston**
Verstappen Drive
Edgar Way
Wate Way
Muldowney Drive

Update on naming the new road through Rolleston Reserve (Moore Street to Rolleston Drive)

Public Excluded Report being presented to Council Meeting - 27 April 2022.

5.3. Temporary Road Closures

ANZAC Day

Temporary road closures and traffic management arranged for:
Rolleston
Leeston
Dunsandel
Tai Tapu

Burnham and Prebbleton did not require road closures this year.

Selwyn Marathon - Sunday 5 June 2022

Meijer Drive, Lincoln – Start/Finish Line.

5.4. Road Maintenance and Renewals

Routine maintenance, isolated seal repairs and maintenance metalling is being carried out with the pre-reseal repairs on the sealed roads dominating over the past few months to enable reseals to be completed.

Reseals are being carried out on sections of road that have had repairs completed previously or require minimal repairs prior to the reseal.

Achievements have been affected to a degree by a wetter than usual summer period, and to a larger extent by the impacts substantially increased cost fluctuations are having on budgets.

Waka Kotahi NZTA Technical Investment Audit completed first week of November. NZTA staff are currently writing up report.

5.5 Unsealed Roads Assessments

The next six monthly inspections of the unsealed network will be carried out between January and June 2022.

5.6 Capital Works

5.6.1 Low-Cost Low Risk Projects

Weedons Ross Road Seal Widening - Works are continuing.

Gould's Road/Leeston Road Intersection Safety Upgrade - In the design phase.

School Frontage Upgrades - Projects are being investigated and designed.

5.6.2 Prebbleton Intersection Upgrades Stage 1

The Shands Rd and Blakes Rd roundabout construction has achieved practical completion and is fully operational.

The Springs Rd and Marshs Rd roundabout construction has achieved practical completion and is fully operational.

5.6.3 Prebbleton Intersection Upgrades Stage 2

Funding for procuring services for detailed design, land acquisition, and consenting for the roundabouts on Shands Road (Shands/Trents and Shands/Hamptons) has been approved, and are progressing.

5.6.4 Rolleston Drive/Tennyson Street Traffic Signals

Works well progressed with completion in April 2022.

5.6.5 New Footpath Connections

Construction commenced in Leeston.

5.7 Road Safety Update

The Road Safety Education Coordinator position has been filled, and Mike Patterson has commenced in the role.

Following is a summary table of the current and future road safety campaigns being worked on by both the Road Safety Education Coordinator and the School Road Safety Coordinator.

Campaign	Timeline	Overview/Graphics
Motorcycle Safety	March	Ride For Ever actively promoted on social media channels. New ACC initiative Cash Back on registration costs promoted locally.
Intersection Campaign	March-May	 <p>Print, radio, billboards and targeted social media.</p>
Addressing Current Issues	2022	Community education around current issues raised: <ul style="list-style-type: none"> • Considerate parking campaign in development



Young Drivers

Leading Learners is on hold due to resourcing and Covid Red Level. There is currently over 55 on the interested list with parents contacting weekly. Christchurch City Council has also committed funding for their residents to also attend the course.

Mature Drivers

Drive Wise is on hold in Covid Red level.

Child Restraints

CRTs are installing under a new framework for Covid Red level.

iBike Cycle Skills

Selwyn Sports Trust are actively recruiting delivery team and working with Waka Kotahi to programme in training.

Considerate Parking Campaign

Joint campaign between Compliance, Building, Planning and Road Safety to promote considerate parking. Comms briefed and plan to roll out 2022.

6 PROPOSAL

Staff seek that the Council consider and approve the recommendation set out above.

7 OPTIONS

The options available to Council are to:

- a) To approve the recommendation of this report, or
- b) To decline the recommendation of this report

Staff would appreciate feedback on the subject matter and level of information provided in this report.

8 VIEWS OF THOSE AFFECTED / CONSULTATION

- a) Consultation
Not applicable
- b) Māori implications
Consultation with new road through Rolleston town centre was undertaken with Te Taumutu Rūnanga

c) Climate Change considerations

Climate Change implications are inherent in all aspects of transportation planning and roading maintenance. The workstreams around the Greater Christchurch partnership, including public transport fare reviews, PT futures and Mass Rapid Transport all have climate change mitigation at their core. This could be balanced to a degree by the ongoing private plan change reviews.

9 FUNDING IMPLICATIONS

To meet the required levels of service, by maintaining the asset in the appropriate condition, will require additional funding.



Andrew Mazey
ASSET MANAGER TRANSPORTATION



Graham Huggins
ACTING TEAM LEADER TRANSPORTATION

Endorsed For Agenda



Murray Washington
GROUP MANAGER INFRASTRUCTURE

PUBLIC REPORT

TO: Chief Executive

FOR: Council – 27 April 2022

FROM: Group Manager Property

DATE: 19 April 2022

SUBJECT: **PROPERTY TRANSACTION UPDATE – 31 MARCH 2022**

RECOMMENDATION

“That the Council receives the update report on property projects as at 31 March 2022 for information.”

1. PURPOSE

This report updates the Council on a number of matters that will be of interest to them.

The wording/paragraphs in **RED** are the updates since the last report.

Project name:	Te Ara Ātea Surrounds, Sensory Garden and Town Square
Sub-project:	Landscaping
Key staff:	Phillip Millar (Acting Major Property Projects Manager) Dylan Robinson (Landscape Architect)
Approved budget:	\$1.8 million – Te Ara Ātea surrounds (separable portion 1) \$800k – Sensory Space (separable portion 2) \$5.0 million – remainder for town square and landscaping.
Project overview:	Area immediately around Library and Town Square
Update since last report:	Landscape works immediately around Te Ara Ātea (SP1) and within the Sensory Space (SP2) have been completed. Construction of the Rolleston Reserve Youth space has commenced. See photos attached (Appendix 1) The Town Square landscape design and detailed design of the Arbour structure has been completed and quantity surveying has been undertaken for the Town Square (including overhead Arbour structure). However the town square design is currently on hold while the developer continues looking at the design of surrounding buildings.
Next steps:	Further meetings between the Developer and Selwyn District Council design staff to progress the town square design in co-ordination with the surrounding building design.
Anticipated timeframe:	June 2023 (Town Square)

Project name:	Tourism Infrastructure Fund Projects – Round 5
Key staff:	Cameron Warr (Community Projects Manager)
Approved budget:	N/A
Project overview:	The TIF fund covers capital costs for infrastructure required to meet the demands from tourism activity and generally covers up to 50% of capital expenditure.
Update since last report:	<p>Tourism Infrastructure Fund (TIF)</p> <p><u>Round 5</u></p> <p>Council was successful with its Round 5 application with the following projects being funded as below:</p> <ul style="list-style-type: none"> • West Melton – public toilet and dump station on the highway side of the reserve (possibly within the area to be developed as car park adjacent to skate park), • Dump station in Rolleston • Lincoln – The Liffey public toilets upgrade, • Sheffield Toilet – placing toilet in the Sheffield Domain on Highway 73. <p>Discussion with community groups regarding final design details for each site prior to applying for Building/Resource Consents.</p> <p>Funding will be approved and a contract entered into only once consents have been approved and evidence of consultation with the community has been provided for the projects.</p> <p>The delivery timeframe of the proposed works has been discussed with the contractors and suppliers.</p> <p>Consents for the installation of the facilities have been approved. This information along with the evidence of consultation has been submitted to MBIE for funding approval with some minor variations to the proposal.</p> <p>MBIE have provided a contract for the works, approving the funding.</p> <p>The company providing the facilities has updated the delivery of the first of three facilities from May 2022 to September 2022 due to Covid. This will push out the completion of these projects. MBIE has been advised.</p>
Next Steps	<p>Round 5</p> <ul style="list-style-type: none"> • MBIE to confirm contract details • Once confirmed site works can start • Buildings delivered to site • Completion of site landscaping and car parking
Anticipated timeframe:	<p>Works will begin once MBIE has approved the funding. (Received 8 April 2022).</p> <p>Completion of all these projects is now October/November 2022</p>

Project name:	Tourism Infrastructure Fund Projects – Round 6
Key staff:	Cameron Warr (Community Projects Manager)
Approved budget:	N/A
Project overview:	The TIF fund covers capital costs for infrastructure required to meet the demands from tourism activity and generally covers up to 50% of capital expenditure.
Update since last report:	<p>Tourism Infrastructure Fund (TIF)</p> <p><u>Round 6</u></p> <p>The Application Form, Priorities Statement and Guidance for Applicants documents can be found on the MBIE website at https://www.mbie.govt.nz/immigration-and-tourism/tourism/tourism-funding/tourism-infrastructure-fund/</p> <p><i>Councils are encouraged to put forward projects that look to address capacity issues and future-proof local infrastructure, that are innovative, sustainable, retain community support for tourism and ensure high quality experiences.</i></p> <p>Letter received for the 6th Round of Tourism Infrastructure Fund. Draft list of projects identified and circulated to ELT/Elected members for comment/ideas (7 March 2022).</p> <p>The application for Round 6 has been submitted for the following projects:</p> <ul style="list-style-type: none"> • Quality built environment and user safety/hygiene - Grain shed public toilet upgrade (Currently old concrete block 4 pan and urinal). • Quality built environment and user safety/hygiene - Waimakariri Gorge toilet upgrade (Currently 2 pan) replacing the existing facility and also locating the toilet closer to the road access. • Road safety and access improvements - 'Rest Stop' car park sealing - Joyce Reserve (Glentunnel) and Lake Lyndon car park. • User experience, safety and hygiene – Little River Rail Trail toilet (Lincoln to Motukarara section) in proximity of Ahuriri Lagoon.
Next Steps	<p>Round 6</p> <ul style="list-style-type: none"> • Wait for confirmation of funding acceptance. • If approved gain consents and firm up costings for projects.
Anticipated timeframe:	Works will begin once MBIE has approved the funding. (We assume this will be March 2023)

Project name:	Leeston Library/Medical Centre Earthquake Seismic Weather Tightness Assessment
Key Staff	Douglas Marshall (Group Manager Property) Kevin Chappell (Facilities Manager) Sue Faulkner (Facilities Projects Manager) Sandrine Carrara (Property Projects Manager) Denise Kidd (Group Manager Community Services and Facilities)
Approved budget:	\$312,000
Project overview:	The Leeston Library and Medical Centre has been identified as an earthquake-prone building. An engineering report has shown parts of the building are below 34% of the required standards of the building code, meaning it is classified as earthquake-prone. While the report shows no urgent risk to the safety of people using the building, the Council had already removed an area of brick work that was identified in the report as being of concern.
Update since last report:	An assessment of the existing building life is currently being undertaken as staff prepare the business plan for the upgraded medical centre.
Next steps:	Option report and associated costs are currently being worked through by Consultants and reviewed by staff.
Anticipated timeframe:	These options and costs will be with staff by late April with reporting to the Council in May 2022

Project name:	Hororata Community Centre – Replacement
Key Staff	Douglas Marshall (Group Manager Property) Derek Hayes (Open Space and Property Planner)
Approved budget:	\$3 million – Council funding of this approved budget is \$1 million. Balance of the funding comes from the Hororata community.
Project overview:	Adopted option from LTP is to build a new community centre on the Hororata Reserve. Go Hororata have questioned since LTP adoption if option 1 will meet the needs of the Hororata Community.
Update since last report:	A report from a meeting held 2 February 2022 involving Councillors Bland, Gallagher and Mugford and Group Manager Property is included in this agenda. The Council adopted the following resolution at its meeting of 23 February 2022: <i>“That the Council agrees in principle to the following:</i> <i>1. That the proposed Hororata Community Centre project as outlined in the 2021-2031 Long Term Plan will not proceed but will be replaced by the Go Hororata community group’s proposal for a Hororata Community Hub to be located at the current Hororata Community Hall.</i>

	<p>2. <i>That the following actions are agreed to support the hub proposal:</i></p> <p>a. <i>the commencement of the processes as outlined in the email memorandum prepared by The Property Group Limited dated 30 April 2020 for the revocation of the reserve status for CB610/4 and the process to allow the sale of the endowment land CB610/5.</i></p> <p>b. <i>It is proposed that title CB610/4 and that title CB610/5 once clear of their reserve status and other encumbrances will be transferred to a Hororata community entity at nil consideration.</i></p> <p>3. <i>Council consult in its draft annual plan 2022-2023 on a proposal to set aside funds of up to \$1m (that is inclusive of the legal costs of achieving 2 above and \$20k previously approved to support preparation of a feasibility report) to support the Hororata hub project; that Council will transfer the funds once it has received a report from the community committee and is satisfied on the feasibility of the project and the long-term operation of the facility when completed. The report will include project feasibility, consultation outcomes, a comprehensive design and building cost for the project.</i></p> <p>4. <i>That the feasibility study being developed by the Hororata Heritage group for the conversion of the Hororata Hall to a museum be provided to the Council for its consideration by 31 August 2022.</i></p> <p>5. <i>That a progress report on the actions outlined in this recommendation be provided by Council staff to the Council by 31 August 2022."</i></p> <p>6. <i>That a final report will need to be adopted by the Council to complete the 'in principle' stage of this request."</i></p> <p><i>Note - Councillors Mugford and Gallagher voted against the amended #3.</i></p> <p>Funding of \$20,000 has been released for the Council's share of feasibility study.</p>
Next steps:	<p>Awaiting initial feasibility reports.</p> <p>Discussions commenced with property consultant in regard to the various land matters to be resolved to allow the transfer to occur.</p> <p>Consultation with public as part of the draft annual plan process.</p>
Anticipated timeframe:	August 2022

Project name:	Earthquake Prone Buildings
Key staff:	
Approved budget:	N/A
Project overview:	<ul style="list-style-type: none"> • Mead Hall – Strengthening is budgeted for the 2021/22 financial year.

	<ul style="list-style-type: none"> Tawera Hall (Springfield) – Detailed Seismic Assessment (DSA) report received which concluded that the building is not earthquake prone. The recent DSA report also noted an inconsistency with fire occupancy and seismic rating which needs to be reviewed. Advice is being sought as to the appropriate approach. Kirwee Pavilion –The building is earthquake prone, it does not pose a life risk and can still be used. A repair methodology and cost has now been received but until funding has been identified the work cannot commence. An earthquake prone notice has been attached to the building requiring the work to be completed before 12 April 2036. Leeston Rifle Range/Community Rooms - The report has been received and the building has been assessed to be less than 33% NBS at Importance Level 2. The building condition does not pose a life risk and can still be used. <p>A decision as to the future of this building will be made as part of the Leeston Community Centre projects.</p>
Update since last report:	<p>Mead Hall – Property staff have met with the local community and Engineer to discuss concept and plans for strengthening.</p> <p>The concept plan is more extensive than expected and staff are currently updating estimated costs.</p>
Next steps:	Further work on the Mead Hall strengthening will be progressed during the 2022/2023 financial year.
Anticipated timeframe:	

Project name:	West Melton Community Park
Key staff:	Cameron Warr (Community Projects Manager) Hugh Sheppard (Community Project Co-ordinator)
Approved budget:	\$250,000 (Community Park), also \$61,680 (Playground Renewal) and \$299,772 (Domain Extension – Development)
Project overview:	Community consultation regarding the location and features the community wanted to see within the park was undertaken early 2019. The community park will be located adjacent the Community Centre within the Domain. This area will incorporate a new replacement playground, picnic areas, walkways and landscaping utilising a portion of West Melton 'Domain Extension – Development' \$299,772 and 'Renew play equipment' \$61,680 budgets.
Update since last report:	<p>Corde have undertaken some tidy up works on site, including adding soil to exposed concrete areas.</p> <p>Tender package for playground and landscaping released early September, closing early October.</p> <p>TIF funding has been successful, so development of the car park and toilet block will follow.</p> <p>Evaluating tenders week of 18 October 2021.</p>

	<p>City Care Property have been awarded the tender for the remainder of works within the West Melton Community Park development. Playco have been awarded the tender for the supply and installation of playground equipment.</p> <p>City Care began on site 17 February 2022. Retaining along bowl/pathway edge installed. Pathway from Community Centre to Community Park underway.</p> <p>Preparation of basketball court undertaken awaiting sealing. Other landscaping and preparation works underway on site.</p>
Next steps:	Basketball Court Sealing mid-April 2022 followed by construction of shelter and BBQ installation, landscape planting and playground equipment installation.
Anticipated timeframe:	Site works to commence from 17 February 2022, completion in May 2022, due to the long lead time of playground equipment.

Project name:	Reids Pit
Key staff:	Cameron Warr (Community Projects Manager)
Approved budget:	BMX track Development \$621,065
Project overview:	The Reids Pit development consists of the remediation/ development of a previously used gravel pit restored to allow use as a passive reserve.
Update since last report:	<p>Broadfield School has confirmed they are keen to be involved to assist with planting and possibly maintenance of areas planted by the school. (Please Note - All sloped areas to be planted within the pit will be undertaken by contractors).</p> <p>Preference has been given to Broadfields school as there aren't many projects close to the school that they can easily get involved in. There are a large number of plantings to be undertaken on the site so other interested schools should contact the community projects team if interested.</p> <p>School group plantings can now be undertaken as toilet facilities are now available on site.</p> <p>Bike tracks completed in January 2022, some resurfacing will occur on these tracks closer to opening once the material has settled.</p> <p>Levelling of base of pit and installation to two soak pits completed.</p> <p>Entry gates for car park have been completed.</p> <p>There have been some settlement cracks appear at the rear of the site, these have been investigated by a Kirk Roberts Geotech for safety and for proposed remediation.</p> <p>The initial report has been received by Kirk Roberts identifying proposed remediation. Detailed information to undertake the remediation works has been received. Corde have been asked to price the remediation works.</p> <p>Spraying and planting of Bike tracks completed.</p>

	Planting areas prepared for autumn/winter plantings.
Next steps:	<ul style="list-style-type: none"> - Entry Signage 15th May 2022 - Completion of SDC funded community planting 30 June 2022 - Park furniture installation completion 30 June 2022 - Receive information from ECAN to Install car park storm water <p>Continue to make contact with adjoining landowners/representative to acquire land for upgraded future intersection/walkway access.</p>
Anticipated timeframe:	30 June 2022

Project name:	Prebbleton Domain – Pump Track and Overflow Car Park
Key staff:	Cameron Warr (Community Projects Manager) Hugh Sheppard (Community Project Coordinator)
Approved budget:	\$325,000 (Pump Track) and \$350,000 (Overflow Car Park)
Project overview:	This project is to develop a pump track within Prebbleton Recreation Reserve. Development of this will coincide with planning for the overflow carpark development within the Reserve.
Update since last report:	<p>Frew's Contracting Limited have been appointed the contract for development of the pump track. The tenders were assessed internally with the designs discussed with the Prebbleton Domain Committee.</p> <p>Feedback from the community consultation has been collated. A design meeting has been held and the designers are underway with detailed design.</p> <p>Overflow carpark has been surfaced with asphalt (completed). Fencing underway, line marking and tidy up works to follow. This has been delayed due to lockdown.</p> <p>Detailed design has been completed.</p> <p>Soil testing underway to confirm excess fill location prior to excavation beginning on site.</p> <p>Works are underway on site, stockpiling aggregate and undertaking earthworks.</p>
Next steps:	
Anticipated timeframe:	Completion of the pump track May 2022

Project name:	Prebbleton New Park
Key staff:	Phillip Millar (Acting Major Property Projects Manager) Dylan Robinson (Landscape Architect Projects) Sandrine Carrara (Property Projects Manager)
Approved budget:	\$13.5 million (over 9 years 2020 – 2029)
Project overview:	This project is a three stage project to develop a new 22 hectare recreation park within the Springs Ward. This park will include a dog park, sports fields, 3.5x lit sports fields, change rooms, carparks, cycle and walkway paths, native tree and plant areas, waterway upgrade, children's' playground and other features.
Update since last report:	McLenaghans/Johnsons Joint Venture have made good progress in the construction of Stage 1a, with earthworks and service installation completed. Seeding of the sports fields has been carried out with seed taking. There have been some delays and site work challenges due to wet weather, however the project is close to being on schedule. Stage 1a includes approximately 10ha in the south-east corner of the Park including the dog park, dog park carpark, Leadleys Road carparks, 3.5x lit sports fields, walking tracks, cycle tracks and playground features. Detailed design for the new changing rooms as part of Stage 1b has been completed. Stage 1b is currently out for tender, with the tender closing date at the end of April.
Next steps:	<ul style="list-style-type: none"> • Cycle path installation • Dog Park furniture installation • Grass seeding dog park April • Planting in April/ May 2022
Anticipated timeframe:	Stage 1a is anticipated to be completed by June 2022. Stage 1b is anticipated to be completed by December 2023. Stage 2 is anticipated to be completed by February 2029.

Project name:	Foster Park Projects
Key staff:	Douglas Marshall (Group Manager Property) Phillip Millar (Acting Major Property Projects Manager)
Approved budget:	\$4.21 million (Hockey and Football Turfs) \$1.27 million (Eastern Carpark)
Project overview:	These two projects at Foster Park are planned for the 2021/22 financial year. The Hockey and Football Turfs project includes the provision of a full sized Hockey Turf and a full sized Football turf, fencing, scoreboards, lighting and other integrated items. Polytan is the lead Contractor. The eastern carpark project involves converting the existing gravel carpark into a permanent sealed carpark providing approximately 215 carparks for Foster Park. Downer is the lead Contractor.
Update since last report:	The Turfs Project is progressing well, with earthworks and service installation completed. Fencing of both turfs is underway. Lighting has been installed and the laying of the turf surfaces is underway.

	The Carpark works are underway with works progressing well. Kerbing and base course have been completed. Final asphalt surfacing will be carried out mid-April. Lighting supply has been delayed due to supply issues, therefore it is likely that this will be installed mid-year when it becomes available. The carpark will still be able to be opened prior to the lighting arriving, as it has been an unlit carpark when a gravel carpark. There should only be a two month period when the carpark is unlit.
Next steps:	<ul style="list-style-type: none"> • Turfs project – Fencing, pump shed, scoreboards installation, dugout installation, pathway installation and final turf laying. • Carpark project – final asphalt sealing followed by planting. Lighting installation will be carried out mid-year.
Anticipated timeframe:	<p>The Turfs project is scheduled for completion by May 2022.</p> <p>The eastern carpark project is scheduled for completion in April 2022, with lighting being completed mid 2022.</p>

Project name:	Surplus Crown Land Disposal Project
Key staff:	Rob Allen (Acquisitions Disposals and Leasing Manager) Bianca White (Acquisitions Disposals and Leasing Officer)
Approved budget:	
Project overview:	Identification, consultation and disposal of surplus Crown Reserves
Update since last report:	Surplus Crown Land Disposal Project contains details of sales between Her Majesty the Queen and purchasers unrelated to Council and has therefore be relocated to the PX agenda.
Next steps:	Please see PX agenda.
Anticipated timeframe:	

Project name:	Surplus Bare Land Freehold Disposal Project
Key staff:	Bianca White (Acquisitions Disposals and Leasing Officer) Rob Allen (Acquisitions Disposals and Leasing Manager)
Approved budget:	
Project overview:	Identification, consultation and disposal of surplus bare land freehold blocks
Next steps:	Internal consultation has now begun regarding a suite of 16 bare land freehold properties. This involves seeking input from various managers and staff across different departments of the Council to ascertain whether the blocks are indeed 'surplus' to current requirements or future-proofing needs.
Anticipated timeframe:	Staff were aiming to have a report before Council at the beginning of 2022 though heavy workloads have not permitted this. Staff have prioritised other works but will re-shuffle those priorities in favour of these freehold disposals if Council or management direct staff this way.

Project name:	Foster Park House (dwelling resided in by former owner)
Key staff:	Douglas Marshall (Group Manager Property) Rob Allen (Acquisitions, Disposals and Leasing Manager)
Approved budget:	
Project overview:	<p>Foster family have expressed disappointment with the decision by the Council to remove the dwelling.</p> <p>The basis of the Foster family argument is that the community should have been involved in the decision to remove the house as should have the Foster Park Advisory Committee.</p> <p>Staff have formed a view that a formal Council resolution to sell the house needs to be adopted by Council for compliance with Council Policy C601 which relates to the sale of land.</p> <p>In addition a consultation/engagement process regarding the merits or not, of the dwelling being community space, would also be appropriate.</p>
Update since last report:	
Anticipated timeframe:	Staff to report back to Council in May 2022



Douglas Marshall
GROUP MANAGER PROPERTY

APPENDIX 1







RESOLUTION TO EXCLUDE THE PUBLIC**Recommended:**

'That the public be excluded from the following proceedings of this meeting. The general subject matter to be considered while the public is excluded, the reason of passing this resolution in relation to the matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered		Reasons for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for the passing of this resolution	Date information can be released
1.	Public Excluded Minutes	<i>Good reason to withhold exists under Section 7</i>	<i>Section 48(1)(a)</i>	
2.	PX Property Transactions Update			
3.	PX Solid Waste – Reconnect Cost			
4.	PX Rolleston Town Centre Road Naming			27 April 2022

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act or Section 6 or Section 7 or Section 9 of the Official Information Act 1982, as the case may require, which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as follows:

1, 2, 3	Enable the local authority holding the information to carry out, without prejudice or disadvantage, commercial activities; or	Section 7(2)(h)
1, 2, 3	Enable the local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations); or	Section 7(2)(i)
4	Enable the local authority to protect the privacy of natural persons, including that of deceased natural persons.	Section 7(2)(a)

2 *that appropriate officers remain to provide advice to the Committee.'*

**PUBLIC EXCLUDED MINUTES OF AN ORDINARY MEETING
OF THE SELWYN DISTRICT COUNCIL
HELD VIA ZOOM
ON WEDNESDAY 13 APRIL 2022
COMMENCING AT 3.15PM**

PRESENT

Mayor S T Broughton, Councillors, M A Alexander, J B Bland, S N O H Epiha, J A Gallagher, D Hasson, M P Lemon, M B Lyall, S McInnes, G S F Miller, R H Mugford and N C Reid

IN ATTENDANCE

Messrs. D Ward (Chief Executive), T Harris (Group Manager Environmental and Regulatory Services), D Marshall (Group Manager Property), K Mason (Group Manager Organisational Performance), M Washington (Group Manager Infrastructure), S Hill (Group Manager Communication and Customer Services), G Morgan (Service Delivery Manager Infrastructure), M England (Asset Manager Water Services), R Raymond (Communications Advisor), B Charlton (Regulatory Manager), B Rhodes (Planning Manager), and S Tully (Mayoral Advisor); Mesdames D Kidd (Group Manager Community Services and Facilities), N Sutton (Policy Advisor), P Parata-Goodall (Pou Ahurea), J Lewes (Strategy and Policy Planner), E McLaren (Water Services Delivery Manager), B Ryan (Personal Assistant to the Mayor) and N Smith (Executive Assistant to the Chief Executive), and Ms T Davel (Committee Advisor)

APOLOGIES

None.

CONFLICTS OF INTEREST

None new.

CURRENT MATTERS REQUIRING ATTENTION

See last page.

IDENTIFICATION OF EXTRAORDINARY BUSINESS

Councillor Hasson in respect to the 23 March meeting plan change items and conflicts of interest in this regard.

CONFIRMATION OF MINUTES

1. **Public excluded minutes of an Ordinary meeting of the Selwyn District Council held via Zoom on Wednesday 23 March 2022.**

It was agreed that Tennyson 21 will in future report in writing, it need not be part of the Matters under Investigation table as it's ongoing.

It was agreed that future reporting on SAC will be done to Audit and Risk Subcommittee.

It was agreed that reporting on the Foster Park house will be as part of the public agenda. Staff told Council they will put up signage and that security footage picked up vandals which had been report to the Police.

Moved – Councillor Lyall / **Seconded** – Councillor Mugford

'That Council confirms the unconfirmed public excluded minutes of an Ordinary Meeting of the Selwyn District Council held on Wednesday 23 March 2022.'

CARRIED

2. **Mayor** *Mayor's Public Excluded (Verbal) Report*

The Mayor noted LGNZ would be circulating a draft submission on forestry in particular around the placement of exotic trees. He also said an online tool was released relating to the Future for Local Government and was a way to engage the community.

Moved – Mayor Broughton / **Seconded** – Councillor Epiha

'That Council receives the Mayor's public excluded (verbal) report, for information.'

CARRIED

3. **Group Manager Property** *Rolleston Town Centre Development Agreement*

Council's legal representative Mark Odlin, joined the meeting for discussion on this item.

Staff told Council that Council has been requested to sign an agreement to resolve an issue that arose with Tennyson 2021's ability to undertake borrowing from third parties. The company received part of the funding for their buildings in the Rolleston Town Centre from a debt funder, Maxcap Security (Maxcap).

Maxcap raised a concern about some of the provisions in the development agreement for example in relation to undeveloped lots and how they might be able to recover the value of debt funding if the lots were not developed.

Council's legal team reviewed the concern and agreed it was justified, and that their view would likely be held by any other debt funder.

Amendments have been proposed resulting in a tripartite agreement between Council, Tennyson 2021 and Maxcap. The agreement also lists a number of parties who would

step into the role of Tennyson 2021 to complete a building where the company could not as a result of any financial issue.

Staff reiterated that Council's position is no different than prior to signing such an agreement.

Council's legal representative noted these agreements were commonly required where difficult lends exist. Where Tennyson 2021 can't deliver, the undeveloped lot comes back to Council in the first instance unless any of the four approved developers comes in to finalise the development.

In response to a concern raised by Councillor Hasson that such an instance should be opened to a tender process and why other developers already working in the area aren't mentioned in the agreement, the legal team said there was no reason why other names couldn't be added later.

Councillor Lemon raised a concern that Council received the information two days after an Audit and Risk Subcommittee meeting and questioned why staff didn't bring a report, even a verbal report, to the Subcommittee. He said that would have been the appropriate place to have this discussion. He also thought that as this is initiated by Tennyson 2021 and not Council, staff should look into recovering some of the staff time costs involved.

Staff said the company was responsible for the legal costs and could suggest to them to contribute to staff time involved.

Councillor Reid raised a concern about the list of different developers noting her assumption they have been contacted and were aware of the situation. Council's legal team said the situation was one of the lender arguing that Council had an extreme remedy in the original agreement i.e. Council has right of first refusal and can buy back any undeveloped lots at the same price as what they bought it from Council in the first instance. The lender's concern is that they might spend a lot of money but when development comes to a halt, the value of their spending could be lost. Their proposal was that there should be a list of other developers they could choose from to finish the contract and Council staff and the legal team accepted the proposal. The proviso is to have a short list acceptable to Council so that Maxcap can't get just anybody to complete it as it needs to be to our standard. Maxcap would probably select the highest bidder if this ever came to the situation.

Councillor Miller moved the recommendation, saying he thought this was a mechanical issue rather than a governance issue.

The legal representative noted that this is seen as a project finance lend and there was comfort in this agreement both for Maxcap as well as for Council in that there is assurance that any undeveloped lots would be completed in accordance with the original agreement.

Councillor McInnes queried whether any other developer would want to try and renegotiate the design but staff said the original agreement and design will not change.

Councillor Hasson queried the delegations to which staff said that the Chief Executive has authority to manage this but that it was his view to bring it to Council. Councillor Hasson again questioned whether other companies should not have been involved in the list and that a fair process should be followed. Staff reiterated that this is a situation which may eventuate only where Tennyson 2021 is in financial stress. This is Council's way to

ensure there are protection measures in place, also by adding companies it feels comfortable with to continue with the development if it has to happen.

Councillor Hasson again noted the hierarchical process questioning whether the Chief Executive has the delegation to actually allow Council to mandate the recommendation. Staff and the Mayor responded that it is exactly what was just articulated, and that through this recommendation, protection is being provided for Council.

Moved – Councillor Miller / **Seconded** – Councillor Lemon

'That Council authorises the execution of a Tripartite agreement between the Council, Tennyson (2021) Limited and Maxcap Security Pty Ltd.'

CARRIED

EXTRAORDINARY BUSINESS

Councillor Hasson raised an issue from the Council meeting of 23 March 2022. She referred to emails she had sent around and the legal opinion she obtained.

Councillor Hasson said the issue is around the reason why she wanted it recorded that she perceived a conflict of interest. At the time she was involved in a hearing process around submissions on rural zone under airport contours. She was told that she did not need to declare a conflict of interest at the last Council meeting, yet during the meeting she felt compromised by the Mayor's comments.

As a lesser issue she noted she also felt uncomfortable about being on the hearing panel but that where something is turned down, Commissioners still have the responsibility to have an open mind and hear through the proposed District Plan.

Councillor Hasson said she presumed the Chief Executive receive a legal opinion and she also spoke to two managers in the planning department. She said she sent out an email to all Councillors because she thought it would not look good if one commissioner declares a conflict but the others do not. At the meeting there was a debate outside of the scope of what was being recommended and she felt this also compromised commissioners. Councillor Hasson wanted this matter to be addressed.

In view of this explanation Councillor Hasson noted her intention to declare an interest on every private plan change going forward and that it was her decision to make.

The Mayor acknowledged that Councillors could declare conflicts and that it was their decision to step away from the table during discussion and / or voting.

The Chief Executive said the matter was raised prior to the Council meeting of 23 March and that he had obtained verbal legal advice from Buddle Findlay. The legal advice was based on process as opposed to decision-making. He acknowledge the particular decision was adopting a recommendation by a Commissioner and not a decision being made by Council. At the time it was not considered that any individual had a greater interest than the general public. From a legal position there was no conflict, but regarding perception, that was for every Councillor to make that decision for themselves.

Council's legal representative confirmed this was correct and added that he looked at whether making the decision or adopting the recommendation would in any way be unsafe and that he could not see how this would be so. Councillors are obliged to declare conflicts where they feel the need to do so as everyone had different views. His view was that there was no conflict in this particular situation.

Councillor Hasson said her concern was that Councillors could open themselves up for perceived conflict where someone made comments outside of the scope of the recommendation and which could impact on any other decision made. She thought the Commissioner deserved an apology. The comments made could have undermined the decision of the particular Commissioner yet to release recommendations on another private plan change which might be controversial. She said she would hate to see the issue go to the Environment Court and have to be re-heard at the expense of Council.

Councillor Hasson said she was highlighting this matter and wanted to reinforce the fact that Councillors should avoid speaking on matters outside of scope of the recommendations before them. There was the risk they could implicate others who in good faith agreed with the legal decision of the Commissioner.

Councillor Epiha asked whether there was a case for legal action against Council. Council's legal representative said there was not, as the comments were made after the recommendation or decision was made and added that it was also a matter of perspectives and tolerance around the table for personal comments. Council has an interest in being decision-maker, owner of land and a player in the district – it needs to be acknowledged the situation is complex with competing interests but in this case there was nothing that jeopardized the decision process.

Councillor Lyall said the Mayor is entitled to his personal opinion and the issue was about having an open mind, not an empty mind. He told Councillor Hasson he took it as an affront that her stance points to other commissioners in that if they do not declare interests they would be considered biased. He also added that decisions that end up in the courts could be possible for a myriad of reasons.

Councillor Alexander told the Mayor he thought the Mayor's comments in the last meeting were ill-founded and hadn't been thought through. He accepted the Mayor's comments today and said everyone could learn from what they say and do.

The Mayor said he wanted to address the complex nature of the matter.

RESOLUTION TO MOVE FROM PUBLIC EXCLUDED

Moved – Councillor Lyall / **Seconded** – Councillor Mugford

'That the meeting move out of public excluded business at 4.02pm and resume in open meeting.'

CARRIED

The meeting closed with a karakia from Councillor Epiha at 4.02pm

DATED this day of 2022

MAYOR

UNCONFIRMED

PX MATTERS UNDER INVESTIGATION

Item	Meeting referred from	Action required	Report Date
Bilingual Township Signage		Report back on how Council could achieve this, with a suggested timeframe as well as funding models/streams.	May 2022

PUBLIC EXCLUDED REPORT

TO: Chief Executive

FOR: Council – 27 April 2022

FROM: Group Manager Property

DATE: 19 April 2022

SUBJECT: PROPERTY TRANSACTION UPDATE – 31 MARCH 2022

RECOMMENDATION

“That Council receives the Property transactions update, public excluded report, as at 31 March 2022, for information.”

1. PUBLIC EXCLUDED REASONING

<p>This report is excluded for the following reasons provided under Section 7 of the Local Government Official Information and Meetings Act (LGOIMA):</p>	<p>(h) Enable the local authority holding the information to carry out, without prejudice or disadvantage, commercial activities, or</p> <p>(i) Enable the local authority holding the information to carry out, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p>
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2. PURPOSE

This report updates the Council on a number of matters that will be of interest to them.

The wording/paragraphs in **RED** are the updates since the last report.

Project name:	Health Hub – Toka Hapai
Key staff:	Douglas Marshall (Group Manager Property)
Approved budget:	\$15 million (excluding land value)
Project overview:	Development of an approximately 3,412m ² , two storey complex, most likely in two buildings for a combination of health/office and related activities.

Update since last meeting	<p>Construction Construction complete. Council has taken over ownership responsibility.</p> <p><u>Tenant Managed Fit-Outs</u></p> <ul style="list-style-type: none"> • CDHB fit out commenced late February 2021 with completion expected April 2022 • Pacific Radiology are operational. <p><u>Council Led Fit-Outs</u></p> <p>Physio area:</p> <ul style="list-style-type: none"> • Evexias are operational. <p>GP area:</p> <ul style="list-style-type: none"> • The design for the GP fitout area underway to allow for revised lease calculations including fitout funding. <p>Blood sample collection area:</p> <ul style="list-style-type: none"> • Progress with tenant progressing well • Space is approximately 120m² • The DHB will be part of the approval and funding approval. <p>Balance of tenancies As at today's date, the balance of the tenancies available have the following commentary:</p> <ul style="list-style-type: none"> • First floor 320m² area – tenant search commencing. • Southern end ground floor - total tenancy area of 165m² to be used by District Plan hearings until mid-2023.
Next steps	Continue tenant identification and lease signing.

Project name:	Rolleston Town Centre – Retail/Commercial Space – “Rolleston Fields”
Key staff:	Douglas Marshall (Group Manager Property) Gabi Wolfer (Senior Urban Design/Town Planner) Phillip Millar (Acting Major Property Projects Manager) Dylan Robinson (Landscape Architect) Creagh Robinson (Management Accountant)
Approved budget:	To be established – funded from Commercial Property budget with annual costs of funding and operating these spaces from lease income.
Project overview:	Development of retail and commercial areas for town centre. This project also includes the carparks, town square, reserve areas and all other services required for the town centre.

Update since last report:	<p>Tenant Discussions Tennyson 2021 have made good progress regarding tenant discussions for Buildings A, B, D and I. They have largely signed up tenants for Buildings A and D, and have begun construction of these buildings. Armitage Williams are the Contractors on site, building these first two buildings which are due for completion late 2022.</p> <p>Carpark and Services Tender accepted for Stage 2 works. Selected contractor Isaacs are on site. Completion programmed for April 2022 but wet weather during February 2022 may push completion out until May 2022.</p> <p>Land Sales Settlement on lot 4 (December 2021) and lot 5 (February 2022). Settlement value - (\$2.3 million plus GST).</p> <p>Arbour Structure Town Centre Pricing of the covered structure has been carried out by Armitage Williams. This is on hold while the developer continues looking at the design of surrounding buildings.</p> <p>A report is now expected to come to Council in May 2022 for consideration.</p> <p>The covered arbour structure will provide an environment where the square is protected in terms of shade and wind protection.</p>
Next steps:	<p>Building A and D construction to continue.</p> <p>Selwyn District Council Major Projects staff are reviewing options for undertaking further landscape areas around these buildings.</p>
Anticipated timeframe:	Update - May 2022

Project name:	Commercial Land Sales
Key staff:	Douglas Marshall (Group Manager Property)
Approved budget:	To be established – funded from Commercial Property budget with annual costs of funding and operating these spaces from lease income.
Project overview:	Sale of surplus Council land
Update since last report:	<p>Izone land sales A “prospective” offer has been received for the Izone maintenance site from an adjacent neighbour. No further contact has been made so this item will be removed from report.</p> <p>Council staff are developing a feasibility to now hold the last lot, without a contract, being lot 10 in Hynds Drive as a maintenance/storage site for Council activities.</p>

	<p>Other land sale items</p> <p>NZ Police – The Mayor organised a very productive meeting with NZ Police local and national property staff, and Inspector Peter Cooper in early March.</p> <p>The indication is that Police are very keen to advance a new station option in Rolleston, a joint emergency precinct with Fire and St Johns could be a possibility.</p> <p>A site in the area between Rolleston Drive, Kidman St and McDonalds would be most appropriate.</p> <p>Fire & Emergency – have asked for Council assistance in identifying future site options to meet their needs.</p> <p>Fire and Emergency advised that new fire stations are required in Rolleston, Lincoln and Leeston although the timing of development at each site differs. An agreed development process with Fire and Emergency and the Council working together provides certainty for Fire and Emergency and the Council as to how future needs of both can be catered for.</p> <p>Options being considered are as follows:</p> <p>Rolleston An area of approximately 2,500m² is required. Council has three sites that have merit in being considered further. The above HQ site would be a fourth option. It should be noted that an HQ site for a responding fire unit next to SH1 sounds logical but the arrival of volunteers for a responding unit is best closer to residential areas where volunteers live. Once fire fighters are in their responding vehicles, they can use their red lights and sirens to move through traffic whereas while driving to the station, volunteers have no greater rights then the general public on the road to move through traffic. The HQ site would be appropriate for the operational management side of Fire and Emergency's team to be based in Selwyn.</p> <p>Lincoln Three sites that can be considered.</p> <p>Leeston One site that can be considered.</p>
Next steps:	
Anticipated timeframe:	May 2022

Project name:	Land Acquisition for Moore Street Extension from MOE
Key staff:	Douglas Marshall (Group Manager Property) Rob Allen (Acquisitions, Disposals and Leasing Manager) Andrew Mazey (Asset Manager Transportation)
Approved budget:	
Project overview:	As part of the Selwyn Long Term Plan and Rolleston Town Centre Plan adopted by Council, the extension of Moore Street through part of the Rolleston Primary School has been identified. A draft MOU has been received but no feedback from MOE.
Update since last report:	Staff have suggested a joint meeting with MOE staff and the Board of Trustees to move matters forward. There has been a slight delay in arranging a meeting due to lockdown but now we are at Level 2 this should be possible. Staff continue to press for progress on this matter. Staff continue to chase for a meeting with the MOE on this matter and will request assistance from Senior Managers and the Mayor to make this happen. Staff have now requested legal advice to assist with a process and strategy to progress discussions with the MOE as there seems to be a lack of willingness from the MOE to have any meaningful discussions with Council on this matter. Staff will report back to Council on this matter in March 2022 for direction as to how to proceed. The Mayor has made contact with MOE staff and is in the process of arranging a meeting between respective Council and MOE staff and the School Board of Trustees to help progress this matter. The Mayor and Council staff met with MOE staff via a Teams meeting on 1 April 2022. The background issues to this matter were discussed and it was agreed that Council and the MOE would reconvene in 2 months' time when Council provides some greater detail on its requirements to facilitate wider discussions with the MOE and Board of Trustees.
Next steps:	Staff will report back to Council following the meeting with MOE and School Board of Trustees after the reconvened meeting in June 2022. Agree form of MOU and timeframes as identified above. Staff will work on amendments to the MOU following a meeting with MOE staff.
Anticipated timeframe:	2026/2027 subject to approved funding and MOU timeframes.

Project name:	Proposed Sale of 354 Creyke Road Darfield and adjacent 9ha of land
Key staff:	Douglas Marshall (Group Manager Property) Rob Allen (Acquisitions, Disposals and Leasing Manager)
Approved budget:	N/A
Project overview:	Declaration of house and land as being surplus to requirements and sale on the open market.
Update since last report:	Terms have now been agreed with Councils tenant of the adjacent farm land to incorporate the existing house and 9ha of land into the lease of Raeburn Farm. Legal documentation currently being prepared.
Next steps:	Documentation to vary existing lease to include the existing house and adjacent 9 ha now with tenant for execution. Queries over the form of the documentation have been raised by Tenants solicitors. Once resolved the documents will be signed to allow occupation of the house and adjacent land.
Anticipated timeframe:	May 2022

Project name:	Sale of Residential Sections
Key staff:	Douglas Marshall (Group Manager Property) Rob Allen (Acquisitions, Disposals and Leasing Manager)
Approved budget:	
Project overview:	The Council will be able to market and sell a number of residential sections created from subdivision activity as follows: <ul style="list-style-type: none"> • Millpond Lane, Lincoln – 5 sections (ranging in size from 653m2 to 826m2)
Update since last report:	Millpond Lane Lincoln Subdivision – Agreement now reached with adjacent property owner to allow connection into the stormwater pipe which runs through private land.
Next steps:	Millpond Lane Lincoln - Reactivate Subdivision consent application that was put on hold due to stormwater disposal uncertainty and obtain specs for civil works to enable costings to be obtained. Subdivision consent received on 14 March 2022 and consultant's now finalising civil works design before going out for costings. Council will be aware of Government's intention to allow more intensified use of residential land under the new medium density residential standards (MDRS) being implemented by The Resource Management (Enabling Housing Supply and Other Matters) Amendment Act which passed into law on 20 December 2021. The Act requires Councils to implement the MDRS from August 2022.

	<p>To ensure that the services to this subdivision could allow for any potential intensified use staff would recommend that the services include additional capacity to facilitate this happening in the future to provide developers with this option. The sections could be marketed accordingly.</p> <p>Staff would appreciate input and guidance from Council on this issue.</p>
Anticipated timeframe:	<p>Millpond Lane Lincoln – subdivision consent obtained 14 March 2022</p> <p>Costings for civil works obtained June 2022</p> <p>Subdivision works completed October 2022</p> <p>Sections marketed and sold November/December 2022</p>

Project name:	Landcare Research Block Lincoln
Key staff:	Rob Allen (Acquisitions Disposals and Leasing Manager) Douglas Marshall (Group Manager Property)
Approved budget:	
Project overview:	<p>Council have been in discussions with Landcare Research and Ngai Tahu since approximately 2015/2016 regarding the possibility of acquiring the above land that is located between the LEC and Boundary Road.</p> <p>There are challenges for all in acquiring the property.</p>
Update since last report:	<p>Council's updated valuation has recently been received and indicates a current market value of \$2,470,000 + GST (if any) (Two million four hundred and seventy thousand dollars). This is substantially higher than the valuation in 2018 at \$1,050,000 + GST (if any) (One million and fifty thousand dollars).</p> <p>It should be noted that Council has also resolved to pay a waiver fee to Ngai Tahu of \$100,000 in addition to any purchase price negotiated.</p> <p>Landcare Research have not yet received their revised valuation to enable negotiations to continue.</p> <p>The budget allocated for this land purchase in this financial year is \$1,039,356.</p> <p>As the potential purchase price is substantially higher than the allocated budget, confirmation is requested by staff that they should continue with negotiations to purchase this land.</p> <p>Landcare Research revised valuation expected by 19 November 2021 to enable final terms to be agreed.</p> <p>Detailed Site Investigation of contamination expected by week commencing 22 November 2021 together with estimated costs to remediate – this will enable a discussion on price reduction to occur.</p>

	<p>Ngai Tahu are currently detailing process to Waive their rights on payment of \$100,000 and to remove Ngai Tahu memorial on the title.</p> <p>Due to the complexity of this land transaction Landcare Research have recently decided to appoint WSP Property Consultants to advise their Board on process to achieve a sale.</p> <p>It is hoped that terms will be finalised and reported to Council in March or April 2022.</p>
Next steps:	<p>Council solicitors and Landcare Research solicitors agreeing form of documentation.</p> <p>Finalise terms with Landcare Research and offer back and waiver with Ngai Tahu and report to Council.</p> <p>Terms of land purchase now finalised with Landcare Research and Ngai Tahu. The form of the Agreement for Sale & Purchase is now being finalised before execution by the parties. The Agreement will be subject to formal approval by Council and the Board of Landcare Research. It is anticipated that this matter will be reported to Council in May.</p>
Anticipated timeframe:	May 2022

Project name:	Surplus Crown Land Disposal Project
Key staff:	Rob Allen (Acquisitions Disposals and Leasing Manager) Bianca White (Acquisitions Disposals and Leasing Officer)
Approved budget:	
Project overview:	Identification, consultation and disposal of surplus Crown Reserves
Update since last report:	<p>Having addressed fundamental process issues in previous reports, staff will now report key sale information to Council. As sales are between Her Majesty the Queen and purchasers, this report item has been moved to the PX agenda.</p> <p><u>Tranche 1 Sale Update</u></p> <p><u>Reserves Sold to Neighbouring Landowners</u></p> <p>Reserve 1469 – Old South Rd, Dunsandel</p> <ul style="list-style-type: none"> Settled 10 September 2021 - \$35,000 + GST (if any) <p>Reserve 2458 – Cnr Ardlui Rd & Saunders Rd, Bankside</p> <ul style="list-style-type: none"> Settled 11 November 2021 - \$11,000 + GST (if any) <p>Reserve 3878 – Highfield Rd, Kirwee</p> <ul style="list-style-type: none"> Settled 17 March 2022 - \$4,000 + GST (if any) <p>Reserve 5242 – Leeston Rd, Doyleston</p> <ul style="list-style-type: none"> Contract unconditional – settlement scheduled 22 April 2022 - \$36,000 + GST (if any)

	<p><u>Reserves to Open Market</u> Offers to Ngāi Tahu for the following two reserves fell through. These reserves will now be put on the open market. DoC will be responsible for procuring an appropriate estate agent as the underlying owners of the land:</p> <ul style="list-style-type: none"> • Reserve 2653 (also known as the house and land at 238 Bethels Road, Springston) • Reserve 1528, Homebush Road, Darfield <p><u>Reserves going through Ngāi Tahu offer-back</u></p> <ul style="list-style-type: none"> • Reserve 3537 – Cnr McDonald Rd & Englishs Rd, Lincoln • Reserve 1508 – Telegraph Rd, Charing Cross • Reserve 2293 – Cnr Sharlands Rd & Mitchells Rd, Bankside
Next steps:	<ul style="list-style-type: none"> • Carry on with the facilitation of sales of Tranche 1. • Provide assistance to WSP/DoC for processing for Tranche 2.1. • Terminate licences where required.
Anticipated timeframe:	It would be reasonable to assume that all Tranche 1 reserves will be sold prior to the conclusion of the 2022 calendar year.

Project name:	Selwyn Aquatic Centre – Deficiency with Original Build
Key staff:	Douglas Marshall (Group Manager Property)
Approved budget:	
Project overview:	<i>Council at its meeting on 11 August 2021 resolved a way forward.</i> CARRIED
Update since last report:	Council staff are updating the claim for costs.
Next steps:	Naylor Love have agreed to their share of ceiling bracing claim. They believe that the air handler bracing issue was resolved. Ongoing discussions are being held with Warren and Mahoney regarding their portion of claim for costs.
Anticipated timeframe :	June 2022 reporting to Council and Audit and Risk

Project name:	72 Weedons Road, Lincoln
Key staff:	Douglas Marshall (Group Manager Property) Rob Allen (Acquisitions Disposals and Leasing Manager) Andrew Boyd (Solid Waste Manager)
Approved budget:	
Project overview:	Strategic purchase of property adjacent to the former Springston Pit (now a clean fill pit).
Update since last report:	Upgrade being priced.

Next steps:	<p>A potential waste blending/mixing business use is currently being investigated by the Solid Waste Manager in conjunction with Property staff and further details will be reported in due course.</p> <p>Solid Waste Manager to report and provide further details at the appropriate Council Meeting.</p> <p>Further updates to be provided via Solid Waste Manager.</p>
Anticipated timeframe:	May 2022

Project name:	Glentunnel Holiday Park – Dwelling Upgrade
Key staff:	<p>Douglas Marshall (Group Manager Property)</p> <p>Rob Allen (Acquisitions, Disposal and Leasing Manager)</p> <p>Kevin Chappell (Facilities Manager)</p> <p>Sue Faulkner (Facilities Project Manager)</p>
Approved budget:	<p>The project is not included in the 2021/2022 budget but an annual depreciation charge of \$18,985 per annum is credited to general funds thus providing the funding that is required.</p> <p>Estimated cost of upgrade is \$240,000.</p>
Project overview:	The dwelling at the camp ground is at end of life. It is one of the assets that the Council owns and leases as part of the Holiday Park agreement.
Update since last report:	Relocatable dwelling now located on holiday park site. Building consents awaited for works to allow commencement of permanent placement.
Next steps:	Completion of renewal process
Anticipated timeframe:	May/June 2022

Project name:	Proposed extension to Corde Offices – Hoskyns Road
Key staff:	<p>Douglas Marshall (Group Manager Property)</p> <p>Rob Allen (Acquisitions, Disposals and Leasing Manager)</p>
Approved budget:	N/A
Project overview:	Corde require an extension to their office space of approximately 180-190m ² with an estimated all up project build cost including fees and fit out of \$700,000 excl GST.
Update since last report:	Corde to update costings for extension and Council staff to prepare appropriate lease documentation.

Next steps:	As above
Anticipated timeframe:	Staff to report back to Council in May 2022



Douglas Marshall
GROUP MANAGER PROPERTY

PUBLIC EXCLUDED REPORT

TO: Chief Executive

FOR: Council Meeting – 27 April 2022

FROM: Solid Waste Manager

DATE: 19 April 2022

SUBJECT: **RECONNECT PROJECT – COST INCREASE OVER APPROVED FUNDING**

RECOMMENDATION

That the Council:

- (i) Receives this report for discussion;*
- (ii) Confirms their preferred option for the construction of the main buildings within the Reconnect.*
- (iii) Council delegates final negotiation and award of contract(s) to the Group Manager - Infrastructure*

1. PUBLIC EXCLUDED REASONING

This report references a previously public excluded report, and is excluded for the following reasons provided for under Section 7 of the Local Government Official Information and Meetings Act (LGOIMA):

<i>This report is excluded for the following reasons provided under Section 7 of the Local Government Official Information and Meetings Act (LGOIMA)</i>	
<i>(i) Enable any local authority holding the information to carry out without prejudice or disadvantage commercial activities or</i>	<i>LGOIMA Sections 7(2)(h) and (i)</i>
<i>(ii) Enable any local authority holding the information to carry on without prejudice or disadvantage negotiations (including commercial and industrial negotiations)</i>	

2. SIGNIFICANCE ASSESSMENT/COMPLIANCE STATEMENT

This issue that is the subject of this Report has been assessed against the Significance and Engagement Policy and is considered to be low. This project was consulted on and approved in the 2018-28 LTP, and current stages have been approved in Councils 2021-31 Long Term Plan.

3. PURPOSE

The purpose of this report is to update Council on construction cost increases for the Reconnect Project at Pines Resource Recovery Park. These cost increases exceed that of the ceiling budget of \$3.95M.

Several options are presented to Council for consideration as a pathway forward.

A recommended option is presented that would mean no impact on rates would occur.

4. HISTORY/BACKGROUND

At Council's meeting on 27 October 2021 a Construction Contract allowance of \$3,950,000 was approved for the construction of the Re-use Shop/Salvage Yard building and the Repurpose Units, with approval to continue negotiations with and to award to Calder Stewart within this ceiling value.

Prior to the meeting on 27 October, the project had been paused by Council while a further information was provided in a business case.

Since the approval on 27 October, project meetings recommenced, work continued up to the Christmas shutdown. In early 2022, architectural drawings progressed to developed design, were submitted to Calder Stewart in early February, and revised pricing was received in mid March.

Between the original pricing in August 2021 and April 2022, Council will be acutely aware of the construction and supply market pressures in New Zealand. While a 15% contingency for cost increases had been forecast and allowed for, no-one was able to foresee the extent to which material and supply issues, with their rapid price increases would continue to dominate the market. All of this worsened further as a result of the war in Ukraine, with oil prices affecting every aspect of the global supply chain.

It should be noted that some scope and design enhancements, additions and changes were requested in the developed design drawings as the project progressed (these have since been scaled back or removed as part of the value engineering exercise discussed below).

It should also be noted that design fees for electrical, engineering services, fire etc were not included within the Calder Stewart Fee proposal. This had an additional cost impact of +\$298k.

Upon receiving the updated pricing, it was clear that considerable cost increases were present. The project cost had increased from \$3.43M (\$3.95 including contingency) to \$5.23M (excluding any contingency).

Clearly \$5.23M was unpalatable. The project team undertook a heavy value engineering exercise and went back to Calder Stewart with a number of requests (additional sub-contractor quotes) and specification reductions in order to bring the cost down.

Revised pricing was received on 8 April and the costs for the Calder Stewart stages of the build is shown below. This price now includes the Solar Panels previously excluded (\$75k) but excludes the fit-out provisional estimate of \$150k (this is intended to be waste levy funded).

Breakdown:

Reuse Shop/Salvage:	\$2,985,716
Repurpose units:	\$965,945
Professional Services Design fees:	\$288,000 (previously omitted)
SUB TOTAL:	\$4,239,661
Contingency (15%):	\$635,949
TOTAL:	\$4,875,610

This exceeds the construction allowance of \$3.95M by \$925k.

Council has already funded approximately \$2M in civil works (carpark, roading changes, extensive services infrastructure), the recycling canopy (\$300k). The Education centre (\$516k) construction work is to commence shortly.

5. PROPOSAL

Four considerations are outlined below for Council to consider and determine the way forward.

1. Pause the project in the hope market prices scale back.
 - The advice we are receiving is that prices are unlikely to fall much, if at all. The expectation is that prices would eventually stop rising and level out for a period.
2. Provide \$925k additional budget.
 - Expect this would be unpalatable in the current climate with high CPI increases, and Annual Plan close to being finalised and rate increase caps already reached.
3. Postpone the repurpose units to FY2023/24.
 - Funding for a Multi-purpose waste hub structure and civil works of \$1.36M has been provided for in 2023/24. With the project progressing more slowly than planned, this funding could be redirected to be used for the Repurpose units.

4. Proceed with Calder Stewart for the main Reuse Shop/Salvage Yard Structure now to avoid further cost impacts. Scale back the Repurpose unit structures to lower cost alternatives, either:
 - o by using an alternative building method such as Hyframe, or portable buildings, if it is possible to achieve this within the existing approved funding.
 - o or scale down the number of Repurpose units delivered or employ a temporary construction method such as container shelter structures. Then revisit permanent building options later as per option 3. The advantage of this option is that the concept can be proven, and the demand and utilisation of space better understood before committing to more expensive structures.

This is the recommended option.

6. OPTIONS

There are four options for consideration:

1. Pause the project in the hope prices come down.
2. Provide \$925k additional budget.
3. Proceed with Calder Stewart for the main Reuse Shop/Salvage Yard Structure now to avoid further cost impacts. Postpone the Repurpose units until 2023/24, using redirected funding.
4. Proceed with Calder Stewart for the main Reuse Shop/Salvage Yard Structure now to avoid further cost impacts. Scale back the Repurpose unit structures, either in number, or to lower cost alternatives (possibly temporary), providing they are achievable within budget. If temporary structures such as container shelters are selected, postpone the permanent build to a later date, utilising waste levy funds accumulated in the interim.

This is the recommended option.

7. VIEWS OF THOSE AFFECTED / CONSULTATION

(a) Views of those affected

Not applicable

(b) Consultation

Previous consultation occurred during the 2018-2028 LTP.

An additional public engagement piece was undertaken in early 2021, with unanimous support from the respondents.

(c) Māori implications

Progressing the Reconnect Project will have positive impacts on waste reduction, the environment, social connectedness within Selwyn, learning new skills, employment opportunities. All these positive effects would be expected to benefit Māori locally, and further afield than Selwyn through the future facility tours that will be held for visitors.

(d) Climate Change considerations

Minimising waste is a key component within New Zealand's response to Climate Change. The Reconnect Project is a pivotal component of Selwyn's Waste Minimisation and Management Plan. The project showcases sustainability principles throughout and will provide the district with key infrastructure and services to enable waste reduction for the long term. Minimising waste reduces the potential for emissions from waste. Furthermore, influencing the upper tiers of the waste hierarchy (reduce and reuse) impact on the design of products and can reduce emissions generated because of manufacturing and resource extraction.

8. FUNDING IMPLICATIONS

Budgeted in the Long Term Plan. Cost increase implications are the reason for this report.



Andrew Boyd
SOLID WASTE MANAGER



Gareth Morgan
SERVICE DELIVERY MANAGER - INFRASTRUCTURE

Endorsed For Agenda



Murray Washington
GROUP MANAGER INFRASTRUCTURE

PUBLIC EXCLUDED REPORT

TO: Chief Executive
FOR: Council Meeting – 27 April 2022
FROM: Asset Administrator
DATE: 11 April 2022
SUBJECT: ROAD NAME THROUGH ROLLESTON TOWN CENTRE

RECOMMENDATION

“That Council:

- (a) receives the Public Excluded report Road Name Through Rolleston Town Centre; and pursuant to section 319A of the Local Government Act 1974 approve either Christensen Parade or Rohutu Parade as the name of the new road running through the Rolleston Town Centre from Moore Street to Rolleston Drive.*
- (b) agrees to the release of this recommendation into the public environment from 27 April 2022.”*

1. PUBLIC EXCLUDED REASONING

<i>This report is excluded for the following reason provided under Section 7 (2) of the Local Government Official Information and Meetings Act (LGOIMA):</i>	<i>(a) To enable the Local Authority to protect the privacy of natural persons, including that of deceased natural persons.</i>
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2. SIGNIFICANCE ASSESSMENT/COMPLIANCE STATEMENT

The issue and decision in relation to this matter has been assessed against the significance policy and is regarded as low significance in consideration of the following:

- Road naming is a mandatory process under section 319A of the Local Government Act 1974.
- There is no cost for obtaining road name approval.

3. PURPOSE

To request the Selwyn District Council to name the new road in the Rolleston Town Centre running from Moore Street to Rolleston Drive.

4. HISTORY/BACKGROUND

The Rolleston town centre project is a Council project therefore it is Council's responsibility as the developer to submit names for the new road which runs from Moore Street to Rolleston Drive through the town centre.

Wordsworth Street cannot be used as the name due to street numbers running in the opposite direction. If it was used the property owners already on Wordsworth Street would have to change their street address. In the past when this has happened it has been very distressful for the property owners.

Council requested that the Rolleston Residents Association and local Rūnunga be asked to submit name suggestions.

The following names have been submitted:

Councillors Suggestions

Christensen Parade	acceptable
Cath Brown Parade	acceptable
Wilson Parade	not acceptable as we already have a Wilson Street in Southbridge

Rolleston Residents Association

Recommendation from their meeting:

"Rolleston Residents Association recommends to Council that should the Wordsworth Street extension through Rolleston Reserve not be able to be named Wordsworth Street (and existing buildings be renumbered), that the new road be named Christensen Road"

Rūnunga

Rohutu Parade	acceptable. The new school in Acland Park is incidentally called Te Rohutu Whio. Rohutu is a plant commonly found in Selwyn.
Patete Parade	acceptable. Patete is a plant.

LINZ has approved the use of the names marked acceptable.

5. PROPOSAL

The proposal is for the Selwyn District Council to consider and approve a new road name for the new road running through the Rolleston Town Centre from Moore Street to Rolleston Drive pursuant to section 319A of the Local Government Act 1974.

6. OPTIONS

Option 1

Approve one of the names submitted for the new road in the Rolleston Town Centre running from Moore Street to Rolleston Drive pursuant to section 319A of the Local Government Act 1974.

Option 2

If the names supplied are considered not suitable Council to submit another name for acceptance.

Option 1 is the preferred option.

7. VIEWS OF THOSE AFFECTED / CONSULTATION

(a) Views of those affected

Not applicable

(b) Consultation

Not applicable

(c) Māori implications

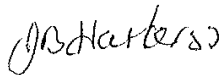
Not applicable

(a) Climate Change considerations

Not applicable

8. FUNDING IMPLICATIONS

Not applicable



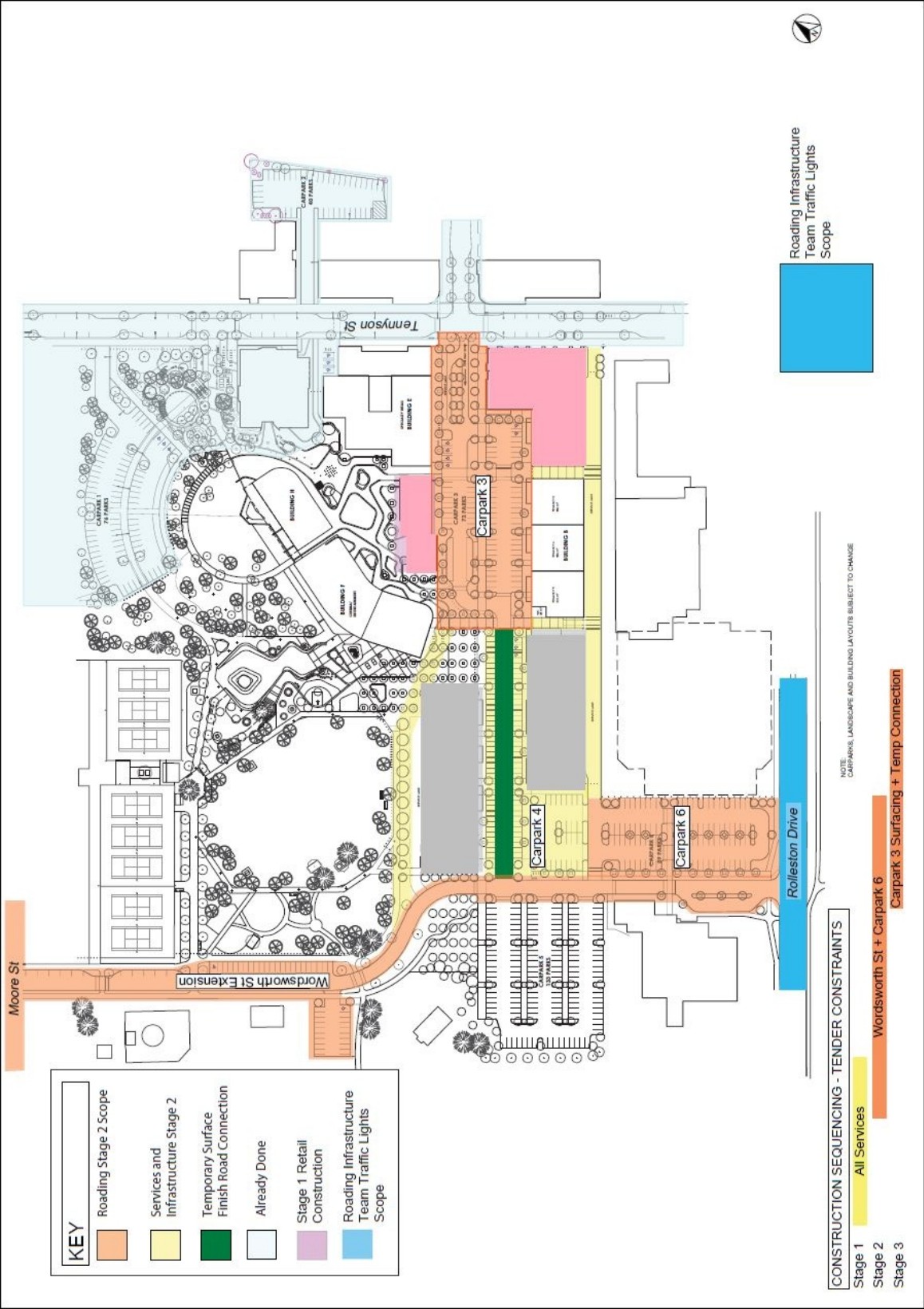
Joanne Harker
ASSET ADMINISTRATOR - ROADING

Endorsed For Agenda



Murray Washington
GROUP MANAGER INFRASTRUCTURE

APPENDIX A



APPENDIX B**From the Australian/New Zealand Standard
Rural and urban addressing****ROAD TYPES – NEW ZEALAND
(Normative)**

The road type shall be selected from those specified as suitable for either open ended roads, cul-de-sac, or pedestrian only roads, as applicable (see Clauses 4.3, 4.6.2, 7.2 and 8.3.2(a)).

Road type	Abbreviation	Description	Open Ended	Cul-de-sac	Pedestrian only
Alley	Aly	Usually narrow roadway in a city or town	✓	✓	
Arcade	Arc	Covered walkway with shops along the sides			✓
Avenue	Ave	Broad roadway, usually planted on each side with trees	✓		
Boulevard	Blvd	Wide roadway, well paved, usually ornamented with trees and grass plots	✓		
Circle	Cir	Roadway that generally forms a circle; or a short enclosed roadway bounded by a circle.	✓	✓	
Close	Cl	Short enclosed roadway		✓	
Court	Crt	Short enclosed roadway, usually surrounded by buildings		✓	
Crescent	Cres	Crescent shaped roadway, especially where both ends join the same thoroughfare	✓		
Drive	Dr	Wide main roadway without many cross-streets	✓		
Esplanade	Esp	Level roadway along the seaside, lake, or a river	✓		
Glade	Gld	Roadway usually in a valley of trees	✓	✓	
Green	Grn	Roadway often leading to a grassed public recreation area		✓	
Grove	Grv	Roadway that features a group of trees standing together		✓	
Highway	Hwy	Main thoroughfare between major destinations	✓		
Lane	Lane	Narrow roadway between walls, buildings or a narrow country roadway	✓	✓	✓
Loop	Loop	Roadway that diverges from and rejoins the main thoroughfare	✓		
Mall	Mall	Wide walkway, usually with shops along the sides			✓
Mews	Mews	Roadway in a group of houses		✓	
Parade	Pde	Public roadway or promenade that has good pedestrian facilities along the side	✓		
Place	Pl	Short, sometimes narrow, enclosed roadway		✓	

Road Types	Abbreviations	Description	Open Ended	Cul-de-sac	Pedestrian Only
Promenade	Prom	Wide flat walkway, usually along the water's edge			✓
Quay	Qy	Roadway alongside or projecting into water	✓	✓	
Rise	Rise	Roadway going to a higher place or position	✓	✓	
Road	Rd	Open roadway primarily for vehicles	✓		
Square	Sq	Roadway which generally forms a square shape, or an area of roadway bounded by four sides	✓	✓	
Steps	Stps	Walkway consisting mainly of steps			✓
Street	St	Public roadway in an urban area, especially where paved and with footpaths and buildings along one or both sides	✓		
Terrace	Tce	Roadway on a hilly area that is mainly flat	✓	✓	
Track	Trk	Walkway in natural setting			✓
Walk	Walk	Thoroughfare for pedestrians			✓
Way	Way	Short enclosed roadway		✓	✓
Wharf	Whrf	A roadway on a wharf or pier	✓	✓	✓