

Appendix 12: Assessment of National Policy Statement for Urban Development 2020 Objectives and Policies

Acronyms

CIAL: Christchurch International Airport Limited

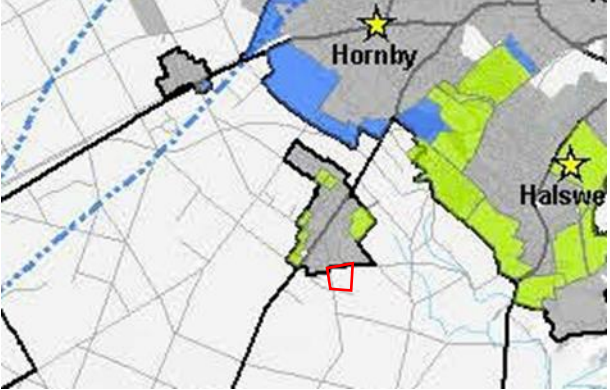
FDS: Future development Strategy

NPS-UD: National Policy Statement-Urban Development 2020

PSDP: Proposed Selwyn District Plan

RPS: Canterbury Regional Policy Statement

NPS-UD 2020 Objectives	Assessment
<p>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.</p>	<p>The proposed development will further enable Prebbleton to sustain itself as a well-functioning urban environment by consolidating the residential area close to the town centre, and providing residential development close to public transport links and the proposed major Birchs Road Council reserve. There is a bus stop immediately to the north of the Birchs/Trices Rd intersection (adjoining the Site), with regular bus services to Christchurch City and Lincoln). The Urban Design Statement, at Appendix 2 also addresses these aspects.</p>
<p>Objective 2: Planning decisions improve housing affordability by supporting competitive land and development markets.</p>	<p>The proposal provides for choice within the Prebbleton housing market, and in doing so, supports housing affordability. Currently, the housing market at Prebbleton is 'skewed' towards larger higher priced properties, with very limited smaller medium housing development. The proposal is for a minimum housing density of 12 households per ha, and will include more affordable, medium density housing options. This is a significantly higher density than the existing development density (which is 10 households per ha or less). The landowners have no other proposals in and around Prebbleton. Currently, the land and development market in Prebbleton is dominated by one major developer. This Site is multiple ownership and will provide the opportunity for other developers to enter the local market (some of the landowners intend to develop themselves and some will sell once the land is rezoned). This has also been addressed in the Economic Assessment at Appendix 8.</p>

<p>Objective 3: Regional policy statements and district plans enable more people to live in, and more businesses and community services to be located in, areas of an urban environment in which one or more of the following apply: the area is in or near a centre zone or other area with many employment opportunities the area is well-serviced by existing or planned public transport there is high demand for housing or for business land in the area, relative to other areas within the urban environment.</p>	<p>The RPS is due for review in 2023, and a more immediate change is required to achieve consistency with the NPS-UD 2020.</p> <p>The west Prebbleton priority greenfield areas shown on Map A(green) are now fully developed (Site outline in red).</p>  <p>The remainder are the two PSDP Prebbleton development areas, both at Tosswill Road. This proposal has not been identified, but it occupies a block of rural land that will square up the town in its urban form, and will connect the existing built up area of Prebbleton with the proposed Birchs Road reserve to the south of the development area.</p> <p>The proposed LZ zoned land can be developed into approximately 290+ lots to assist in meeting the high demand for housing in Prebbleton. As recorded in the Urban Design Statement (Appendix 2), the Site meets all of the Objective 3 location criteria:</p> <ul style="list-style-type: none"> - It is near and readily accessible to major employment areas at Lincoln, Rolleston and the south west Christchurch business and industrial hub; - It is well serviced by existing public transport; and - there is a very high demand for housing at Prebbleton.
<p>Objective 4: 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.</p>	<p>The proposal provides for LZ (26 ha) and a small area of L3 zoning (2.8 ha), within which provision is made for medium density housing with local amenity reserves to cater for the diverse and changing needs of people and the Prebbleton community. The Site has the Birchs Road Reserve on its southern boundary, providing important potential amenity and quality of environment benefits.</p>
<p>Objective 5: Planning decisions relating to urban environments, and FDSs, take into</p>	<p>Matter for statutory decision-makers.</p>

account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).	
Objective 6: Local authority decisions on urban development that affect urban environments are: integrated with infrastructure planning and funding decisions; and strategic over the medium term and long term; and responsive, particularly in relation to proposals that would supply significant development capacity.	<p>The proponents have met with Council asset staff who have confirmed that the proposal can be properly serviced and is within the capacity of existing and planned public infrastructure.</p> <p>The land comprises Preferred Rural Residential Area 8 in the Selwyn Rural Residential Strategy (adopted in 2014). However, given the high demand for further urban housing at Prebbleton and the more recent Council acquisition and proposal for the Birchs Rd reserve adjoining to the Site, a more efficient use of the land is for urban residential purposes (apart from the township entry component, fronting Birchs Road, proposed to be rezoned Large Lot Residential). This has been further addressed in the Urban Design Statement at Appendix 2.</p> <p>See Policy 8 below for commentary on proposals which supply significant development capacity</p>
Objective 7: Local authorities have robust and frequently updated information about their urban environments and use it to inform planning decisions.	Matter for statutory decision-makers.
Objective 8: New Zealand's urban environments: support reductions in greenhouse gas emissions; and are resilient to the current and future effects of climate change.	<p>The proposal adjoins the existing built up Prebbleton township, is close to public transport links, and adjoins the proposed Birchs Road Reserve.</p> <p>Its excellent accessibility to both Rolleston and Christchurch City, has been substantially enhanced with the new Southern Motorway extensions, and means it is now highly accessible to these nearby major employment areas, and also Lincoln. Travel distances are short, minimising vehicle miles and the potential for greenhouse gas emissions. There is a cycleway link from Prebbleton into Christchurch City, and regular bus services, including an express route.</p> <p>The Site is inland and not subject to natural hazard risks associated with sea level rise arising from climate change.</p>
NPS-UD 2020 Policies	Assessment
<p>Policy 1: Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum:</p> <p>(a) have or enable a variety of homes that:</p> <p>(i) meet the needs, in terms of type, price, and location, of different households; and</p>	<p>The proposal is for Living Z zoning with a small area of Living 3 (2.8ha). The Site has previously been identified as suitable for rural residential (in the Selwyn Rural Residential Strategy 2014). Both options will enable a variety of homes (from a density, price bracket, and size perspective) that will help meet the needs of different households. The location of the Site, also boasts good</p>

<p>(ii) enable Māori to express their cultural traditions and norms; and</p> <p>(b) N/A business sectors; and</p> <p>(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</p> <p>(d) support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and</p> <p>(e) support reductions in greenhouse gas emissions; and</p> <p>(f) are resilient to the likely current and future effects of climate change.</p>	<p>accessibility for people to their workplaces, community facilities, and open spaces (being the in-development reserve, the utility reserves (when dry), and the adjoining Birchs Road Reserve. The proponents are the collective landowners at the Site. They are not land developers, and therefore, have no other projects in the locality: this will provide choice and competition to the local housing market.</p> <p>Specific attention has been paid to stormwater management proposals to address the specific ground conditions, changes to flood events and rainfall intensities (Appendix 4)</p>
<p>Policy 2: 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.</p>	<p>The PSDP only provides two development areas for Prebbleton, one of which is well advanced in development.</p> <p>The Trices Road proposal provides additional capacity to ensure that there is, actually, sufficient development capacity for a town that is growing apace and will continue to do so for the 10 year planning life of the District Plan. The housing stock demands for Prebbleton have been assessed in the Economic Assessment at Appendix 8.</p>
<p>Policy 3: In relation to tier 1 urban environments, regional policy statements and district plans enable:</p> <p>(a) N/A in city centre zones;; and</p> <p>(b) N/A in metropolitan centre zones, and</p> <p>(c) N/A building heights of least 6 storeys within at least a walkable catchment...</p> <p>(d) in all other locations in the tier 1 urban environment, building heights and density of urban form commensurate with the greater of:</p> <p>(i) the level of accessibility by existing or planned active or public transport to a range of commercial activities and community services; or</p> <p>(ii) relative demand for housing and business use in that location.</p>	<p>The proposal adopts Zones and zone development and activity standards set in the PSDP. Prebbleton currently provides for suburban-type housing typologies with limited medium density housing options.</p> <p>The need for specific stormwater management areas within the Site to control run-off in to off-site drainage systems ensures that overall, the Site will provide housing of a lower density, but not nearly as low as is required under Large Lot Residential. With a minimum density standard of 12 households per ha (excluding stormwater management areas), the development will include more medium density housing than has been provided for in Prebbleton to date.</p> <p>The effective control on a standard 650m² lot (8m height limit) constrains heights to two storeys.</p>
<p>Policy 4: Regional policy statements and district plans applying to tier 1 urban environments modify the relevant building height or density requirements under Policy 3 only to the extent necessary (as specified in subpart 6) to accommodate a qualifying matter in that area.</p>	<p>The proposal adopts Zones and zone development and activity standards set in the PSDP.</p>

Policy 5: N/A Regional policy statements and district plans applying to tier 2 and 3 urban environments	N/A Prebbleton is within Greater Christchurch and is defined as part of a Tier 1 urban area.
<p>Policy 6: When making planning decisions that affect urban environments, decision-makers have particular regard to the following matters: (a) the planned urban built form anticipated by those RMA planning documents that have given effect to this National Policy Statement (b) that the planned urban built form in those RMA planning documents may involve significant changes to an area, and those changes:</p> <ul style="list-style-type: none"> (i) may detract from amenity values appreciated by some people but improve amenity values appreciated by other people, communities, and future generations, including by providing increased and varied housing densities and types; and (ii) are not, of themselves, an adverse effect <p>(c) the benefits of urban development that are consistent with well-functioning urban environments (as described in Policy 1)</p> <p>(d) any relevant contribution that will be made to meeting the requirements of this National Policy Statement to provide or realise development capacity</p> <p>(e) the likely current and future effects of climate change.</p>	<p>In preparing the Prebbleton Structure Plan (2010) The Selwyn District Council engaged with the Prebbleton community over possible urban futures for the town. Whilst the Structure Plan claims to provide a guiding framework for development over the next 30 years i.e. to 2040, the areas it identifies for future urban growth are all now essentially fully urbanised. It is clearly out of date and in need of review. The Site was identified as a preferred rural residential area in the Selwyn Rural Residential Strategy 2014. This is now also overdue for review and out of date. Given the continued high demand for housing at Prebbleton and the subsequent Council acquisition and planned development of a substantial reserve on land adjoining to the south of the Site, the more efficient use of the Site is for urban residential purposes (apart from the small Birchs Road frontage area, proposed to be zoned Living 3).</p> <p>The ODP/Development Plan (DEV-PR3) for the Site provides control over the key structural elements of the development. This ensures there is good integration to adjoining residential land, and appropriate access points are locked in to provide for ease of movement, and not just by car.</p> <p>The amenity values are set by the PSDP subdivision, development, and activity standards therefore, the Site will comfortably relate to, and form part of, the rest of Prebbleton as it develops. The Site values assessment also benefit for its co-location, adjoining Birchs Road Reserve.</p> <p>The servicing proposals factor in effects of climate change in its designs for stormwater management.</p>
Policy 7: Tier 1 and 2 local authorities set housing bottom lines for the short-medium term and the long term in their regional policy statements and district plans.	This requires a change to the RPS. The RPS contains housing targets (Table 6.1) which were inserted to meet the requirements of the NPS-UDC. They are now out of date as the NPS-UD 2020 has replaced the NPS-UDC. It is understood that revised housing capacity assessments and bottom lines must be completed by July 2021. The Economic Assessment (Appendix 8) is that there is only 1 year housing supply left at Prebbleton. This proposal will increase capacity to 3.9 years, enabling the short term capacity requirements to

	be met, but not the medium or long term requirements.
<p>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:</p> <ul style="list-style-type: none"> (a) unanticipated by RMA planning documents; or (b) out-of-sequence with planned land release. 	<p>This Policy can be read to apply to submissions to the PSDP and plan changes to the Operative District Plan.</p> <p>This proposal will add 297+ lots to the housing supply for Prebbleton and its location in the “gap” between the existing urban area and the proposed Birchs Road Reserve to the south will assist in delivering a compact, linked up well-functioning urban environment. It will contribute approximately 20% more lots than the existing supply at Prebbleton (1497 hhs 2018 Census), which is a significant addition.</p>
<p>Policy 9: Local authorities, in taking account of the principles of the Treaty of Waitangi (Te Tiriti o Waitangi) in relation to urban environments, must:</p> <ul style="list-style-type: none"> (a) involve hapū and iwi in the preparation of RMA planning documents and any FDSs by undertaking effective consultation that is early, meaningful and, as far as practicable, in accordance with tikanga Māori; and (b) when preparing RMA planning documents and FDSs, take into account the values and aspirations of hapū and iwi for urban development; and (c) provide opportunities in appropriate circumstances for Māori involvement in decision-making on resource consents, designations, heritage orders, and water conservation orders, including in relation to sites of significance to Māori and issues of cultural significance; and (d) operate in a way that is consistent with iwi participation legislation. 	Matter for statutory decision-makers.
<p>Policy 10: Tier 1, 2, and 3 local authorities:</p> <ul style="list-style-type: none"> (a) that share jurisdiction over urban environments work together when implementing this National Policy Statement; and (b) engage with providers of development infrastructure and additional infrastructure to achieve integrated land use and infrastructure planning; and (c) engage with the development sector to identify significant opportunities for urban development. 	<p>There is a present planning hiatus in greater Christchurch awaiting engagement on the foreshadowed change to the RPS (date unknown) followed by a full review in 2023.</p> <p>This submission enables the Greater Christchurch Councils to engage in the proposal ahead of the change to the RPS.</p>

<p>Policy 11: In relation to car parking:</p> <p>(a) the district plans of tier 1, 2, and 3 territorial authorities do not set minimum car parking rate requirements, other than for accessible car parks; and</p> <p>(b) tier 1, 2, and 3 local authorities are strongly encouraged to manage effects associated with the supply and demand of car parking through comprehensive parking management plans.</p>	<p>The proposal adopts Zones and zone development and activity standards set in the Operative District Plan.</p>
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