

Before the Selwyn District Council

under: the Resource Management Act 1991

in the matter of: Proposed Private Plan Change 73 to the Operative
District Plan: Dunns Crossing Road, Rolleston

and: **Rolleston West Residential Limited**
Applicant

Statement of Evidence of Jeremy Goodson Phillips (Planning)

Dated: 13 September 2021

Reference: JM Appleyard (jo.appleyard@chapmantripp.com)
LMN Forrester (lucy.forrester@chapmantripp.com)

chapmantripp.com
T +64 3 353 4130
F +64 3 365 4587

PO Box 2510
Christchurch 8140
New Zealand

Auckland
Wellington
Christchurch



STATEMENT OF EVIDENCE OF JEREMY GOODSON PHILLIPS

INTRODUCTION

- 1 My full name is Jeremy Goodson Phillips. I am a senior planner and Director practising with Novo Group Limited in Christchurch. Novo Group is a resource management planning and traffic engineering consulting company that provides resource management related advice to local authorities and private clients.
- 2 I hold the qualifications of a Bachelor of Science from the University of Canterbury and a Master of Science with Honours in Resource Management from Lincoln University, the latter attained in 2001. I am an intermediate member of the New Zealand Planning Institute, a member of the Resource Management Law Association and a member of the Institute of Directors. I have held accreditation as a Hearings Commissioner under the MfE Making Good Decisions programme since January 2010 and have held endorsement as a Chair since January 2013.
- 3 I have 19 years of experience as a resource management planner, working within and for territorial authorities, as a consultant, and as an independent Hearings Commissioner. I have particular experience in urban land use development planning in Greater Christchurch, predominantly as a consultant to property owners, investors and developers.
- 4 Of relevance this evidence, my experience in Rolleston and Selwyn District includes extensive consenting work under the operative District Plan, and policy analysis and evidence on changes to the Plan directed under the Land Use Recovery Plan. More recently, my experience includes the review of, and evidence on, the proposed Selwyn District Plan and its Strategic Directions and Urban Growth chapters.
- 5 I am familiar with the plan change application by Rolleston West Residential Limited (the *Applicant*) to rezone approximately 160 hectares of land in two separate locations on Dunns Crossing Road, Rolleston to enable approximately 2,100 residential sites and two commercial areas.

CODE OF CONDUCT

- 6 Although this is not an Environment Court hearing, I note that in preparing my evidence I have reviewed the Code of Conduct for Expert Witnesses contained in Part 7 of the Environment Court Practice Note 2014. I have complied with it in preparing my evidence. I confirm that the issues addressed in this statement of evidence are within my area of expertise, except where relying on the opinion or evidence of other witnesses. I have not omitted to

consider material facts known to me that might alter or detract from the opinions expressed.

SCOPE OF EVIDENCE

- 7 My evidence is presented on behalf of Rolleston West Residential Limited, the Applicant in these proceedings.
- 8 In preparing my evidence I have reviewed the evidence of:
 - 8.1 Mr David Compton-Moen – landscape and visual, urban design;
 - 8.2 Ms Nicole Lauenstein – urban design;
 - 8.3 Cathy Nieuwenhuijsen – air quality;
 - 8.4 Donovan Van Kekem – air quality;
 - 8.5 Mr Mark Lewthwaite – acoustics;
 - 8.6 Mr Fraser Colegrave – economics;
 - 8.7 Mr Gregory Akehurst – economics;
 - 8.8 Mr Michael Copeland – economics;
 - 8.9 Mr Chris Jones – market demand;
 - 8.10 Mr Nicholas Fuller – transport;
 - 8.11 Mr Timothy McLeod – infrastructure;
 - 8.12 Mr Paul Farrelly – greenhouse gas emissions; and
 - 8.13 Mr Timothy Carter – company evidence.
- 9 I have also considered:
 - 9.1 The Section 42A Report prepared by the Council (the Officer's Report); and
 - 9.2 Other statutory documents as listed in my evidence, including the National Policy Statement on Urban Development 2020 (NPS UD), and non-statutory documents including "Our Space 2018-2048: Greater Christchurch Settlement Pattern" (Our Space).

- 10 Consistent with the approach adopted in the Officer's Report, my evidence is structured as follows:
 - 10.1 The proposal and site description;
 - 10.2 Submissions;
 - 10.3 Assessment of issues raised by submitters and the Officer's Report;
 - 10.4 Statutory analysis, including of the National Policy Statement on Urban Development 2020 (NPS UD); and
 - 10.5 Consideration of alternatives, costs and benefits.
- 11 Also, this evidence attempts to minimise repetition of the Officer's Report and instead focus on points of difference. Accordingly, if a matter is not specifically dealt with in this evidence, it can be assumed that there is no dispute with the position set out in the Officer's Report.

SUMMARY OF EVIDENCE

- 12 In summary, I share the the Officer's view that *'inconsistency with Objective B4.3.3 of the Plan and various provisions within the CRPS that direct the location of growth... is overcome by the significance of the development capacity provided by the proposal [and Policy 8 of the NPS-UD]'*¹.
- 13 I also share the Officer's view that the crux of whether or not the rezoning is the most appropriate way to achieve the purpose of the RMA relates to:
 - 13.1 The concerns raised by Mr Nicholson regarding connectivity with Rolleston and not contributing to a compact urban form and whether these are outweighed by the benefits of the Request.

For the Holmes Block the ODP has been amended to provide considerably greater connectivity to Rolleston, including changes to the Burnham School Road frontage (as suggested by the Officer, but with alternative mitigation of potential road noise effects).

For the Skellerup Block, accounting for the changes to the ODP (to enhance connectivity especially), my interpretation of the relevant District Plan objectives and policies in regards to township growth and urban form, and the evidence of Mr

¹ Officer's Report, paragraph 214.

Compton-Moen and Ms Lauenstein I consider the proposal will provide appropriate connectivity and urban form outcomes.

- 13.2 The potential impact of increased residential development on the continued and optimal operation of the RRP, and the authorisation of upgrades to the WWTP.

The air quality experts all endorse a 600m buffer for typical operations at the RRP (as existing and consented). To the extent that this is suitable for abnormal emissions, I am reliant on the evidence of Ms Nieuwenhuijsen and Mr Van Kekem that this buffer is appropriate.

Rule amendments have been proposed to limit development of part of the Holmes Block ahead of the proposed WWTP upgrade obtaining the necessary authorisations. Other amendments proposed by the officer (to subdivision assessment matters) have also been adopted. Such amendments are understood to address Mr England's concerns.

- 14 In summary, I consider the two issues identified above and all other relevant issues raised in submissions have been addressed through amendments to the proposal and the evidence I have provided (with reference to the evidence of others).
- 15 I endorse the Officer's concluding statement that any concerns with the proposal (particularly in terms of short term urban form outcomes prior to adjacent land being developed) need to be balanced with the potential for rural residential development to proceed on the land in a manner that precludes or limits future intensification. Whilst the Officer's comment is focused on the Skellerup Block, in my view it applies equally to the Holmes Block and needs to be accounted for in light of:
- 15.1 The requirement to have particular regard to this as a s7(b) and (g) other matter under the Act;
- 15.2 The significant development capacity offered by the Proposal; its contribution to well functioning urban environments, improved housing affordability and enablement of housing in an with high demand relative to other areas; and, is ability to integrate with infrastructure planning and funding.
- 15.3 The NPS-UD imperatives for 'responsive' decision making and providing 'sufficient development capacity' 'at all times' (particularly given the evidence that there is insufficient capacity); and

- 15.4 The requirement to give effect to the NPS-UD as a higher order document which prescribes objectives and policies for a matter of national significance and has primacy over the CRPS.
- 16 Overall, I consider that the Proposal is the most appropriate way of achieving the purpose of the Act, and that the purpose of the Act is achieved.
- 17 On the basis of the views expressed above, I consider the Plan Change should be approved.

THE PROPOSAL AND SITE DESCRIPTION;

Site and Surrounding Environment

- 18 A description of the site and surrounding environment is provided in the Officer's Report². I concur with that description but draw attention to the operative Living 3 zoning of the land for rural residential purposes, noting that the land is not presently developed in accordance with this zone. For reference, I include as **Attachment 1** the operative Outline Development Plans for the site.
- 19 A more detailed description of the site and surrounding environment is otherwise contained in Section 3.0 of the Landscape and Visual Impact Assessment attached as Appendix E to the Section 32 report included with the Request.

Description of the Proposal

- 20 A full description of the proposal is provided in the Application document and is summarised in the Officer's Report. In summary, the proposal provides for:
- 20.1 The rezoning of approximately 160 hectares of land in two separate locations on Dunns Crossing Road, Rolleston from Living 3 to Living Z and Business 1 (Local Centre).
- 20.2 This would enable approximately 2,100 residential sites and two commercial areas.
- 20.3 Provision for an Outline Development Plan (ODP) for each block, inclusive of primary and secondary roading routes, neighbourhood parks and landscaping requirements.

² See Officer's Report paragraphs 9-16.

- 20.4 Deletion of various references to the Living 3 Zone, insofar as that relates to the subject land.
- 20.5 Adopting existing Business 1 zone rules without amendment.
- 20.6 Adopting existing Living Z zone rules largely without amendment other than as required to give effect to the proposed Outline Development Plans and the standards referred to within them.
- 21 In response to matters raised in submissions and in the Officer's Report, amendments are now made to the proposal. Such amendments are entirely, or generally consistent with those amendments proposed by the Officer in section 8 of the Officer's Report³.
- 22 For ease of reference, amended Plan provisions and ODPs are included as **Attachments 2-4** to this evidence. To the extent that these amended provisions do not match the amendments proposed by the Officer, the differences can be summarised as follows:

Rule 4.9.37 (setbacks / noise protection):

22.1 This rule has been amended to:

- (a) Specify a 15m setback for bedrooms on the Holmes Block only from the sealed carriageway of Dunns Crossing Road or Burnham School Road upgrade, unless an acoustic performance standard is otherwise achieved.

Rule 12.1.3.50 (subdivision rule):

22.2 This rule has been amended to:

- (a) Preclude occupation of any dwellings (rather than 97 dwellings) on the Holmes Block prior to: the SH1/Dunns Crossing Road upgrade; the Burnham School / Dunns Crossing Road upgrade; the Newman Road / Dunns Crossing Road upgrade; and the signals upgrade to the Granite Drive / Dunns Crossing Road intersection.
- (b) Enable establishment and occupation of 148 dwellings (rather than 51 dwellings) on the Skellerup Block prior to the SH1/Dunns Crossing Road upgrade and Burnham School / Dunns Crossing Road upgrade. This change and that noted in paragraph 22.2(a) above,

³ See Officer's Report paragraphs 208-212.

effectively aggregates the initial development entitlement for the Holmes and Skellerup blocks.

- (c) Preclude the creation of any residential allotments within 1500m of the Pines Wastewater Treatment Plant buildings prior to: Certification by Council's Asset manager that the resource management approvals required to enable the Pines Wastewater Treatment Plant to provide treatment capacity for 120,000 person equivalents of incoming flow have been obtained; or 31 December 2025, whichever is the sooner.

Rule 12.1.4.76 (subdivision assessment matters):

22.3 The assessment matters have been amended to:

- (a) Amend matter (b) to consider whether the staging of development commences from Dunns Crossing Road in order to maximise connectivity and the efficient provision of infrastructure.
- (b) Amend matter (h) to clarify that the need for no-complaints covenants shall be a relevant consideration for any subdivision application proposing allotments with land within, or partly within the Odour Control Area within the ODP (rather than the ODP in its entirety).

Holmes Block ODP:

22.4 The ODP for the Holmes Block (Appendix 39) has been amended to address the specific issues raised in the Officer's Report and in consultation with Waka Kotahi and the Ministry of Education regarding their submissions. Notable changes include:

- (a) Improvements to accessibility and connectivity within and beyond the land. This includes 'opening up' of the Burnham School Road frontage and improved connections for all modes of transport.
- (b) Recognition of the potential spatial extent of the SH1/Dunns Crossing Road intersection upgrade.
- (c) Identification of the Odour Control Area as a green boundary where dwellings and sensitive activities are to be avoided and the use and integration of this space is to be determined in accordance with the subdivision assessment matters.

- (d) Additional wording in the ODP text to detail the development outcomes envisaged for the block.

Skellerup Block ODP:

22.5 The ODP for the Skellerup Block (Appendix 40) has also been amended to address the specific issues raised in the Officer's Report and to a lesser extent the submissions from Waka Kotahi and the Ministry of Education. Notable changes include:

- (a) A clearer primary road network, that includes a north-south spine road and three primary connections to Dunns Crossing Road. All of these primary roads provide for connectivity to adjoining land, including a connection directly to and through the proposed Plan Change 70 ODP and beyond.
- (b) Improvements to accessibility and connectivity within and beyond the land are otherwise provided through secondary roads, cycle and pedestrian links, and green spaces. The Dunns Crossing Road frontage is also enhanced with a cycle/pedestrian path along its length and linkages into the site, two pedestrian crossings, and a commercial centre with potential public transport stop.
- (c) Identification of the Odour Control Area as a green boundary where dwellings and sensitive activities are to be avoided and the use and integration of this space is to be determined in accordance with the subdivision assessment matters.
- (d) Additional wording in the ODP text to detail the development outcomes envisaged for the block.

SUBMISSIONS

- 23 The Officer's Report confirms that 50 submissions and 3 further submission were received on PC73⁴. I agree with the Officer's identification of key matters raised in these submissions warranting consideration and I address these matters in my evidence below.

⁴ Officer's Report paragraphs 30-32.

ASSESSMENT OF ISSUES RAISED BY SUBMITTERS AND THE OFFICER'S REPORT

- 24 For ease of reference, my evidence adopts the same sub-headings set out in the Officer's Report. However, noting the extent of agreement with the Officer on a number of issues, my evidence:
- 24.1 Firstly records those matters where I fully agree with the Officer;
 - 24.2 Then briefly discusses those matters where I agree with the Officer, but elaborate on specific issues raised by the Officer and/or provide relevant clarification; and
 - 24.3 Finally, focuses on those matters where my opinion differs from the Officer and/or requires more extensive attention.

Matters in Full Agreement

- 25 I agree with the Officer's assessment of the following matters, for the reasons stated in their report and otherwise noting the equivalent conclusions in the Application:
- 25.1 Servicing;⁵
 - 25.2 Density;⁶
 - 25.3 Water race, stormwater and flooding;⁷
 - 25.4 Soils;⁸
 - 25.5 Geotechnical and ecological considerations;⁹ and
 - 25.6 Other matters (scope of rule changes) ¹⁰

⁵ Officer's Report paragraphs 54-60.

⁶ Officer's Report paragraphs 67-70.

⁷ Officer's Report paragraphs 80-85.

⁸ Officer's Report paragraphs 86-89.

⁹ Officer's Report paragraphs 146-149.

¹⁰ Officer's Report paragraphs 150-151.

Matters in Agreement Requiring Further Comment

- 26 I agree with the Officer's assessment of the following matters for the reasons stated in their report, albeit I provide further assessment that I consider to be relevant, as follows:

Effects on community facilities

- 27 The Officer's Report addresses submissions concerned with the implications of PC73 on existing schools, including the submission from the Ministry of Education in particular¹¹.
- 28 The applicant has consulted with the Ministry following receipt of their submission and supports amendments to proposed Plan provisions in order to address their requests. Similar amendments are recommended by the Officer.
- 29 Accounting for the proposed changes to the provisions (as set out in **Attachments 2-4**) and on the understanding that these will address the Ministry's requirements, I agree with the Officer that *'the impact of the rezoning on the capacity of local schools can be appropriately managed through changes to the Plan'*¹² and the changes proposed achieve this.

Rezoning of additional land

- 30 The Officer's Report addresses submissions seeking the rezoning of land adjacent to the PC73 site and relevantly concludes that this is *'beyond the scope of the consideration of PC73'* and *'is more appropriately considered through a separate and comprehensive plan change process'*¹³. I agree with these statements and the Officer's analysis of this matter.
- 31 To the extent that the Officer, Mr Nicholson and Mr Collins seek amendments to the ODPs so as to provide 'future proofing' given the potential for future rezoning of adjoining land, I echo the Officer's observation that the ODP for the Skellerup Block already provides for connections through to adjoining land. I otherwise note the additional connectivity provided for in both of the ODPs in response to the Officer's Report and based on the evidence of Mr Compton-Moen, Ms Lauenstein and Mr Fuller.

¹¹ Officer's Report paragraphs 61-66.

¹² Officer's Report paragraphs 66.

¹³ Officer's Report paragraphs 71-79.

Environmental quality

- 32 I agree with and adopt the Officer's analysis of submissions relating to environmental quality and associated concerns arising from increased activity on the PC73 site and land use change¹⁴.
- 33 Insofar that the Officer and Mr Nicholson identify a need to manage the interface of the PC73 site (especially the proposed Business 1 zone) with West Rolleston Primary School, this matter has also been canvassed with the Ministry of Education.
- 34 In response to the Ministry's feedback and the recommendations of the Officer, the Holmes block ODP and ODP text and subdivision assessment matters now provide for this interface¹⁵. Accordingly, I agree with the Officer that environmental quality matters do not preclude the rezoning of the site.

Traffic Effects

- 35 I agree with and adopt the Officer's assessment of submissions on transport related matters¹⁶ and note that that the concerns raised by Mr Collins regarding the Dunns Crossing / Newman Road intersection have been addressed in Mr Fuller's evidence. Given that the concerns regarding this intersection and the other recommendations of the Officer are provided for through amendments to the subdivision rules and ODP to improve accessibility and require specific intersection upgrades prior to development, I consider that transport effects are appropriately addressed and do not preclude the proposed rezoning.
- 36 To the extent that it may be of assistance to the Commissioner to elaborate further on traffic matters, I consider the limitation on development timing of the Skellerup Block and the implications for Greater Christchurch travel patterns resulting from growth in Rolleston (and associated greenhouse gas, climate change and public transport matters) warrant further discussion.
- 37 The Officer recommends that Rule 12.1.3.50 (b) should be amended to limit development of the Skellerup Block to no more than 51 occupied dwellings, prior to completion of the intersection upgrades to SH1 / Dunns Crossing Road and Burnham School Road / Dunns Crossing Road. The Plan Change proponent instead seeks to 'transfer' their entitlement for early development of 97 dwellings on the Holmes Block to the Skellerup Block. The effect of this would be to enable 148 occupied dwellings on the Skellerup Block and no dwellings on the Holmes Block prior to the intersection upgrades,

¹⁴ Officer's Report paragraphs 91-97.

¹⁵ Refer to Attachments 2-5 of this evidence.

¹⁶ Officer's Report paragraphs 34-53.

rather than 97 on the Holmes Block and 41 on the Skellerup Block. Accounting for the Officer's rationale for this limitation and given that the Skellerup Block and any traffic from it will be more distant from, and less likely to use these intersections, I consider there will be no adverse effects resulting from this change and it is appropriate. I note that Mr Fuller's evidence and his conclusions account for this amendment to the timing of development for the two blocks.

- 38 In regards to the broader issue of travel patterns resulting from PC73, the officer summarises the submissions of CCC and Environment Canterbury in paragraphs 36-40. In respect of those concerns regarding public transport accessibility, Mr Fuller's evidence notes the existing bus routes in proximity to the site and notes that these could be readily extended to / through the Plan Change site to provide the required passenger transport services and that this need not affect the level of service elsewhere in Rolleston, as the Plan Change sites would be at the ends of the route¹⁷. As noted in Mr Colegrave's evidence, the economies of scale afforded by a growing population would also support additional or improved public transport facilities being provided for the Plan Change site and Rolleston generally. In respect of greenhouse gas emissions (and related contributions to climate change), Mr Farrelly's evidence also explains why emissions from private transport may reduce over time, in part because of the site's location and distance relative to Christchurch city and the relative attractiveness of work-from-home, EV vehicles, and/or public transport in response. Mr Farrelly otherwise addresses the other (non-transport related) attributes of the proposal that support reductions in greenhouse gases.
- 39 In summary, I agree with the Officer that the potential adverse traffic effects arising from the rezoning can be appropriately managed, and the proposed amendments to the rules will ensure this.

Reverse sensitivity - Noise

- 40 Accounting for the acoustic assessment included with the Request and the peer review of this by Dr Jeremy Trevathan from Acoustic Engineering Services (AES) for Council, the Officer's Report does not identify any reverse sensitivity effects associated with noise that should preclude the proposed rezoning.
- 41 Whilst I also agree with that conclusion, I note that in response to the urban design evidence of Mr Nicholson, Ms Lauenstein, and Mr Compton-Moen and the traffic evidence of Mr Collins and Mr Fuller greater connectivity with and accessibility to/from Burnham School

¹⁷ Evidence of Nick Fuller, paragraphs 34-35.

Road is required. This has necessitated removal of the continuous acoustic bund or fence that was originally proposed along Burnham School Road and an alternative solution to avoid reverse sensitivity effects from traffic noise (particularly truck movements from the RRP in night time periods).

- 42 Mr Lewthwaite's evidence addresses this and concludes that a 15m setback from the road carriageway for bedrooms (or achievement of an internal noise performance standard as an alternative) will avoid disturbance and maintain amenity to an appropriate standard. Noting that the road noise environment for houses fronting Dunns Crossing Road will be equivalent to those fronting Burnham School Road, Mr Lewthwaite recommends that this requirement apply to both frontages.
- 43 Reliant on Mr Lewthwaite's advice and the imposition of a new rule requiring this mitigation, I maintain the view that there are no noise-related reverse sensitivity effects from the proposal that should preclude the proposed rezoning.

Matters Requiring Further Assessment

- 44 For the matters below, my opinion (informed by the evidence referred to in paragraph 8 above) differs from the Officer and I elaborate on the reasoning below.

Reverse sensitivity -Odour

- 45 Noting that the Officer's suggested rule amendments regarding use and integration of the Odour Control Area are supported and have been adopted, I understand that the Officer has two remaining concerns in relation to this matter:
- 45.1 The adequacy of the 600m buffer from the RRP to ensure that the potential reverse sensitivity effects arising from the proposed rezoning will be adequately avoided or mitigated; and
- 45.2 The potential for development of the Holmes Block (and associated increase in resident population) to frustrate the consenting processes relied on to enable the planned expansion of the Pines WWTP.
- 46 In regards to the 600m buffer, I understand Council's expert (Mr Bender) considers this to be generally appropriate, but that it may not be sufficient for upset conditions for composting. Reliant on the evidence of Mr Van Kekem and Ms Nieuwenhuijsen, I consider the 600m buffer proposed will adequately avoid reverse sensitivity effects associated with the operation of the RRP currently and in an expanded capacity as has been consented to. I note that neither Mr

Van Kekem and Ms Nieuwenhuijsen placed any reliance on the Officer's proposed assessment matters (including in relation to no-complaints covenants for properties with an interest in the Odour Control Area), so I consider these matters and the discretion they afford at the time of subdivision consent will bolster the buffer as the principle means of avoiding effects. Accordingly, I am of the view that there are no odour-related reverse sensitivity effects from the proposal that should preclude the proposed rezoning.

- 47 In regards to the potential frustration of the regulatory approvals required for the Pines WWTP upgrade, correspondence with Mr England regarding the concerns in his evidence on this matter has indicated that such approvals are likely to be obtained within the next four years, with the upgrade works themselves then being progressively installed as demand requires potentially over an extended timeframe. Accounting for this, I understand Mr England is primarily concerned about the potential for new residents purchasing sites on the western half of the Holmes Block prior to the *authorisation* of the WWTP upgrade, rather than the upgrade itself. In response, a new rule is proposed limiting the establishment of residential allotments within 1500m of the WWTP prior to certification that the necessary regulatory approvals for the upgrade have been obtained, or 31 December 2025 whichever is sooner. In addition, the assessment matters for subdivision as recommended by the Officer have been adopted, albeit with an amendment confining the consideration of no complaints covenants to the OCA and a new assessment matter seeking staging of development westward from Dunns Crossing Road, both of which may also help to address Mr England's concerns.
- 48 Based on these measures and the evidence of Mr Van Kekem and Ms Nieuwenhuijsen, I consider that there are no odour-related reverse sensitivity effects from the proposal or significant risks to the consenting of the WWTP upgrade that should preclude the proposed rezoning.

The Form of Urban Growth

- 49 The Officer's Report summarises the issues raised by submitters on this topic, which to a large extent relate to the proposal's alignment with the relevant statutory planning documents. Whilst I address this in more detail later in my evidence, I consider that the CRPS does not fully give effect to the NPS-UD, and in any event, Policy 8 in the NPS-UD specifically provides for the consideration of out of sequence and unanticipated plan change proposals that provide significant development capacity.
- 50 As addressed in the economic evidence, housing capacity is insufficient to meet local needs for housing, additional urban growth is required in response, and the proposal will clearly supply

significant development capacity that will alleviate this shortfall. As noted by the Officer and Ms Lauenstein, Rolleston is recognised as a centre for further population growth in Our Space and the Rolleston Structure Plan and I also note that it is a Key Activity Centre in the CRPS in and around which higher density living environments and a greater range of housing types are anticipated¹⁸. Accordingly, I consider that the location of the PC73 land beyond identified areas for growth at the present point in time should not preclude approval of the plan change and the key matter in respect of this particular issue is whether the form and nature of the growth proposed, ahead of a strategic planning exercise undertaken with the luxury of time, is appropriate.

- 51 In regard to urban form and urban design considerations and the suitability of the subject land for further growth of Rolleston, I rely on the evidence of Mr Compton Moen and Ms Lauenstein. They conclude that:
 - 51.1 Rolleston has limited opportunities for urban growth based on the existing constraints on the periphery of the township, such as the State Highway 1 corridor, air noise contours, Gammack Estate, and designated WWTP and RRP sites. With regard to consolidated urban form, PC73 is logical as the next area of urban development for Rolleston and fits with the direction of growth given by the Rolleston Structure Plan. Accordingly, the timing and sequencing of development is appropriate.
 - 51.2 An urban residential density of the subject land is more appropriate than the rural residential status quo, noting it provides significantly greater capacity for housing and will avoid impediments to future connectivity and urban growth.
 - 51.3 The internal and external connectivity of the Proposal provides a well connected and well functioning urban environment in close proximity to an urban centre.
 - 51.4 Private plan changes do not necessarily result in poor urban form outcomes relative to strategic or comprehensive planning, noting they provide for public input; and validly inform and test urban growth options by providing certainty around land availability and the willingness to develop as well as more detailed information regarding connectivity, density and character.
- 52 I accept these conclusions and prefer their evidence to that of Mr Nicholson on the appropriateness of the urban form proposed and the extent to which it can and will effectively integrate with existing,

¹⁸ See CRPS Objective 6.2.2(2)

zoned but undeveloped, and potential future urban areas of Rolleston.

- 53 For similar reasons, I also disagree with the Officer's view at paragraph 142 that *'ultimately, it appears to me that the adverse effects identified by Mr Nicholson in terms of lack of connectivity and consolidation could only really be resolved through growth to the west being considered comprehensively; rather than the Skellerup Block's zoning being considered in isolation'*. Mr Compton-Moen's and Ms Lauenstein's evidence has addressed how connectivity is provided for through the amended ODP and how the form of development will support rather than compromise further growth of the Rolleston township, without the need for a comprehensive planning process to confirm this.
- 54 On this point, I also draw attention to my later evidence on the key provisions in the NPS-UD and the imperatives in Policy 8 for 'responsive' decision making and Policy 2 to have 'at least sufficient development capacity' 'at all times'. With these provisions in mind, I consider that enabling the zoning on the basis of Mr Compton-Moen's and Ms Lauenstein's evidence would be more appropriate than declining the plan change in order to allow for a comprehensive planning process that may ultimately result in the same outcome, albeit at an unknown point in the future.
- 55 Lastly, I acknowledge the Officer's statement at paragraph 144 that the proposal does not allow for consideration of alternate areas that may be suitable to provide for rural residential development, to replace the loss of this type of capacity that would result from PC73. Whilst this may be the case, rural residential development of the land has not occurred in the 9 years since the land was rezoned and there can be no certainty that if PC73 is declined that the land will deliver any rural residential supply, in spite of its zoning. In my view, having particular regard to the efficient use of this finite land resource (per s7(b) and (g) of the Act) and the provisions of the NPS-UD seeking housing sufficiency and responsiveness to proposals supplying significant development capacity, I do not consider that significant weight should be placed on this concern.
- 56 In summary, I consider the proposal will result in an appropriate form of urban growth at Rolleston.

STATUTORY ANALYSIS

Functions of Territorial Authorities

- 57 Given that the recommended amendments in the section 42a report have been adopted, I understand that there is no disagreement between the Officer and I as to the plan change according with stated functions of territorial authorities in section 31 of the Act¹⁹.
- 58 However, for reasons set out in the evidence of Messrs Copeland, Akehurst and Colegrave and as elaborated on later in my evidence, I disagree with the Officer that *'the plan change is not necessary to provide sufficient housing development capacity'*²⁰ and therefore is not necessary for the council to meet its obligations under s31(1)(aa) of the Act to *'ensure that there is sufficient development capacity in respect of housing and business land to meet the expected demands of the district'*.

Part 2 Matters

- 59 Section 74(1)(b) requires any change to the District Plan to be in accordance with the provisions of of Part 2 and the Officer concludes that the purpose of the Act and Part 2 matters are *'currently reflected in the settled objectives and policies of the District Plan which PC73 does not seek to change'*²¹. I concur with this, albeit like the Officer, I revisit Part 2 matters below when evaluating PC73 in terms of s32.

Statutory Documents

National Policy Statement on Urban Development 2020 (NPS-UD)

- 60 The Officer refers to and summarises the detailed assessment of the NPS-UD included in the Request and associated Section 32 Evaluation. Given the importance of the NPS-UD to this proposal and in order to address each provision in detail, I have included and updated that assessment as **Attachment 5** to this evidence.
- 61 Accounting for my assessment and the analysis by the Officer in paragraphs 161-180 of their evidence, I consider the principle issues to be determined in respect of the NPS-UD are, in order:
- 61.1 Does Policy 8 apply, noting it and Subpart 2, clause 3.8 provides for the consideration of (and requires *'responsive decisions'* for and *'particular regard to the development capacity provided by'*) proposals that are otherwise

¹⁹ Officer's Report paragraphs 152-153.

²⁰ Officer's Report paragraph 154.

²¹ Officer's Report paragraph 156.

'unanticipated' or 'out-of-sequence' with the CRPS and Selwyn District Plan and would likely 'fail at the first hurdle'? Specifically:

- (a) Will the plan change 'add significantly to development capacity'?
- (b) Will the plan change 'contribute' to 'well functioning urban environments'?
- (c) Will development capacity enabled by the plan change be 'well-connected along transport corridors'?

61.2 Is there 'at least sufficient development capacity to meet expected demand' 'at all times' as required of Councils by Policy 2? And is the information relied on to inform this determination 'robust' and 'frequently updated' as required by Objective 7?

61.3 Can a decision on the proposal be: integrated with infrastructure planning and funding, strategic over the medium and long term, and responsive as required by Objective 6.

61.4 Will the proposal be consistent with objective 8 that New Zealand's urban environments support reductions in greenhouse gas emissions?

62 The following section of my evidence addresses the questions posed above.

Policy 8

63 Based on the economic evidence of Messrs Copeland, Akehurst and Colegrave, it is clear that the proposal will 'add significantly to development capacity', when viewed at any scale within a Greater Christchurch context.

64 I also consider it clearly apparent that the development capacity enabled by the plan change will be 'well-connected along transport corridors', given its proximity and direct access to the State Highway 1 corridor (and the adjacent rail corridor noting its potential to contribute to future transport options for Rolleston). The subject land is otherwise well connected via Dunns Crossing Road and its proposed primary road network to existing and potential future transport connections through Rolleston.

65 In my view, the proposal will also contribute to well functioning urban environments, for the reasons set out in my evidence above, the evidence referred to in paragraph 8, and for the reasons also

expressed by the Officer that lead to her conclusion that *'the proposal can broadly be considered to contribute to a well-functioning urban environment'*²².

66 To the extent that the Officer has some reservations about Policy 1(c) and (d) regarding urban form/connectivity and greenhouse gas emissions respectively, I note:

66.1 In terms of supporting a reduction in greenhouse gas emissions, I firstly draw attention to the language used in NPSUD objective 8(a) and policy 1(e) which seeks to 'support', rather than strictly 'require' reductions. I also note objective 8 is targeted at *'New Zealand's urban environments'* whilst policy 1 seeks *'planning decisions that contribute to well-functioning urban environments'*. Based on this language, I consider that the NPSUD is focused on New Zealand's urban environments as a whole and supporting reductions on this basis rather than strictly mandating reductions on a site-by-site basis. Whilst not a decision from the Court, I note that a similar conclusion was reached in similar circumstances by the Expert Consenting Panel for the fast tracked Faringdon South West and South East Resource Consents where they concluded that the applicant had *'addressed the issue [of greenhouse gas emissions], through design elements, as far as can be expected at this time under the current framework'*²³.

Regardless, in my assessment of policy 1(e) in **Attachment 5**, I noted that the proposed ODPs' provision for alternative transport modes, connectivity and accessibility, and the potential for servicing by public transport will directly 'support reductions in greenhouse gas emissions'. The evidence of Mr Farrelly otherwise addresses how the proposal will 'support' reductions, including increased EV uptake and work-from-home, destocking and associated reduction of methane emissions, and reduced lifetime energy usage emissions associated with the predominant standalone housing typologies.

66.2 Urban form and connectivity matters are addressed at length in the evidence of Mr Compton-Moen and Ms Laeunstein and the ODPs have been amended in response to their evidence and the s42a report of Mr Nicholson.

Accounting for this, I consider the proposal will provide good accessibility, including by way of public or active transport. As I noted in **Attachment 5**, policy 1(c) does not specify

²² Officer's Report paragraphs 162-167 and 174.

²³ See Record of decision, 27/8/21 paragraphs 121-22 and 144 (https://www.epa.govt.nz/assets/Uploads/Documents/Fast-track-consenting/Faringdon/Decision_Faringdon-FINAL_27-Aug-21.pdf)

what form the accessibility should take, it simply seeks good accessibility for all people. In that context, the site has very good accessibility given:

- (a) its proximity to State Highway 1, the local roading network, the rail corridor (and any future opportunities it may provide);
- (b) the provision for alternative transport modes, including active transport and current and potential future public transport facilities; and
- (c) the varied densities, commercial centres, green links and reserves, and proximity to schooling.

On this matter, I also agree with the Officer where she notes that the broader travel patterns of future occupants within this Plan Change site (in terms of their travel to/from Christchurch city or otherwise) would arise with any existing zoned land or land identified for future development within Rolleston and that in this respect *'Our Space seeks to direct additional capacity to Rolleston (as well as Rangiora and Kaiapoi) in order to support public transport enhancement opportunities'* and *'a compact urban form increases the ability to contribute to the uptake of public transport opportunities, as well as reduced trip distances that enable active modes of transport'*²⁴.

- 67 In summary, I consider the proposal will: add significantly to development capacity; contribute to a well-functioning urban environment; and be well-connected along transport corridors. Accordingly, I consider the proposal satisfies the pre-requisites for policy 8 to be engaged.

Policy 2 and Objective 7

- 68 The Officer, with reference to Mr Baird's memorandum, canvasses the various planning initiatives undertaken by the Council to cater for growth and how capacity within the District has been assessed²⁵. Whilst acknowledging that the capacity enabled by PC73 *'would be provided in Rolleston, consistent with the preference for growth of this township, and would therefore also contribute towards achievement of the outcomes sought with respect to Rolleston'* the Officer concludes that *'the rezoning of this land is not required in order to give effect to the minimum requirements of the NPS-UD;*

²⁴ Officer's Report paragraphs 176-180.

²⁵ Officer's Report paragraphs 164 and 166.

nor has it been considered necessary in more localised assessments of capacity and planning for growth’.

69 Immediate concerns I have with the Officer’s conclusion on capacity from a planning perspective are:

69.1 Selwyn’s Urban Housing Sufficiency in Tables 1-4 of the Greater Christchurch Partnership’s (GCP) HDCA dated 30 July 2021 includes housing capacity in Darfield and Leeston, despite such areas being located outside of the Greater Christchurch urban environment. With reference to the figures highlighted in **Attachment 6**, the short, medium and long term household capacity of 936, 2656 and 2656 households respectively that is provided for at Darfield and Leeston should not be accounted for (6,248 total). Such capacity is not within Greater Christchurch and the ‘urban environment’ as defined in the NPS-UD and to which its objectives and policies relate²⁶.

69.2 The Selwyn Capacity for Growth Model which underpins the GCP HDCA potentially makes a number of incorrect assumptions as to the potential short-term capacity provided for by infill and Greenfield development of currently zoned land. Whilst the full extent and cumulative effect of these errors in the Model have been confirmed in the short time available to review it, the examples listed below call into question the housing capacity assumed in the HDCA.

- (a) The model does not appear to account for setbacks extending beyond the basic setbacks listed under Rule 4.9.2 (i.e. Rules 4.9.3-4.9.45) and other planning constraints (e.g. 15m x 15m building area requirement under the subdivision rules). For example, the model assumes 12 sites in the Fountain Place / Joy Place area (e.g. parcel ID 7741418) each have the potential for 1 infill site, when this is not possible due to 40m state highway setbacks required under Rule 4.9.3 (i.e. not plan enabled).
- (b) Many reserves are included in the model as sites with infill potential (e.g. the Stonebrook subdivision water race providing a total of 6 infill sites (parcel ID 7703161 & 7703159)).
- (c) A number of rear infill sites in the model are not plan enabled due to rules requiring access by way of a road vested in Council, where land constraints preclude this

²⁶ For example: NPS-UD Clauses 3.6, 3.9, 3.10 and subparts 4-6 specifically refer to the defined term ‘urban environment’.

(e.g. 5/50 Stonebrook Drive, which the model assumes could provide 3 infill sites (parcel ID 6555941)).

- (d) Greenfield sites areas that are already developed are shown in the model with remaining potential (e.g. Mary Brittan Lifestyle Villas, opposite 18 Lowes Road, which the model assumes can provide 18 Greenfield sites (parcel ID 7647615)).
- (e) Infill sites that are already developed are shown in the model with remaining potential (e.g. 600 Springston Rolleston Road is completely built, but the model assumes 28 infill sites (parcel ID 8013619)).
- (f) Existing non-residential sites are assumed to have infill potential (e.g. the established kindergarten at 76-80 Granite Drive, which the model assumes can provide 2 infill sites (parcel IDs 7636983 & 7636981)).
- (g) Rules in the Operative Plan preclude development to the density assumed in the model. For example, the model assumes 174 sites for the Holmes block and 144 sites for the Skellerup block (being the sites which are the subject of PC73), despite Living 3 zone rules limiting them to 97 and 51 households respectively.

70 Based on the errors identified above in paragraphs 69.1-69.2 I question whether the Council's information is sufficiently robust and up to date as required by Objective 7.

71 As to the issue of sufficient capacity, I am ultimately reliant on the evidence of Messrs Copeland, Akehurst and Colegrave and their detailed reasoning. I accept their conclusions and accordingly I consider it clear that there will not be '*at least sufficient development capacity to meet expected demand*' '*at all times*' as required by Policy 2. Declining the Plan Change would clearly not improve this situation, whereas approving it would clearly give effect to the directives in the policy.

72 As a concluding comment on this policy, I consider the phrases 'at all times' and 'at least' within Policy 2 are significant and to not afford them significance by endeavouring to only provide 'sufficient development capacity' would render these terms superfluous. Assuming that the authors of Policy 2 intentionally stressed the need to consider housing capacity at all times and err on the side of generosity, I consider healthy scepticism towards the HDCA and a responsive approach towards proposals that add significantly to development capacity is warranted.

Objective 6

- 73 Objective 6(a) requires decisions to be integrated with infrastructure planning and funding. As noted by the Officer and in the evidence of Mr McLeod and Mr Fuller, the plan change can be effectively integrated with the planning and funding of water and wastewater infrastructure, transport infrastructure, and other typical network infrastructure required at the time of subdivision. To the extent that Mr England's evidence emphasises the importance of the Pines WWTP in terms of its operations and the consenting required to upgrade its capacity, I consider the Proposal appropriately addresses this. Specifically, the air quality evidence confirms that reverse sensitivity effects will be avoided and the amended rules regarding development timing relative to the consenting of the WWTP upgrade are understood to address Mr England's concerns about potential opposition to any resource management approvals process.
- 74 Objective 6 otherwise requires decisions to be strategic over the medium term and long term but reconciled with the requirement to also be responsive to proposals supplying significant development capacity, in the sense of *'reacting quickly and in a positive way'*²⁷. For PC73, I consider that the urban form, infrastructure and transport attributes of the proposal appropriately accounts for the medium and longer term and the corresponding evidence confirms that PC73 will not compromise strategic outcomes sought for these matters and the affected urban environment over these timeframes. This conclusion is also supported by the evidence on the effects of the proposal, its ability to contribute to a well-functioning urban environment, and its general consistency with relevant plan provisions (except where they are directive towards urban growth).
- 75 In summary, I consider the proposal satisfies the requirements in Objective 6.

Objective 8

- 76 For the reasons I have stated above in paragraph 66.1 regarding policy 1(d), I consider the proposal is consistent with objective 8, that *'New Zealand's urban environments support reductions in greenhouse gas emissions'*.

27

[https://www.oxfordlearnersdictionaries.com/definition/english/responsive?q=res
ponsive](https://www.oxfordlearnersdictionaries.com/definition/english/responsive?q=responsive)

NPS-UD Summary

- 77 Accounting for my conclusions above and my more detailed assessment in **Attachment 5**, I consider that the proposal is strongly consistent with the NPS-UD. For the same reasons, I consider a decision to decline the proposal would be inconsistent with, or even contrary to, the NPS-UD.

Canterbury Regional Policy Statement (CRPS)

- 78 I agree with the Officer as to the relevant provisions in the CRPS and the key issues in respect of those provisions²⁸.
- 79 Notably, we are in agreement that the proposal is contrary to those provisions which direct where urban growth is to be located, albeit Policy 8 of the NPS-UD overcomes this conflict and allows for responsive decision making, as I have addressed above.
- 80 To the extent that the Officer considers conflict or tension exists with other CRPS provisions:
- 80.1 My evidence in regards Policy 1 of the NPS-UD (and that of Mr Compton-Moen and Ms Laeustein generally) has addressed how the proposal will support consolidated and well-designed urban form and growth. Accordingly, I consider the proposal (incorporating amended rules and ODP provisions) will give effect to Objective 5.2.1.
- 80.2 With reference to the evidence of the air quality experts and the amendments to rules, my evidence has concluded that the proposal will not affect the continued optimal operation of the WTP or RRP, the ability for the upgrades and future planning associated with the WTP to be implemented, nor result in conflict in the form of reverse sensitivity effects. Accordingly, the Request will give effect to Objectives 5.2.1 and 6.2.1.
- 81 Accounting for the full assessment of CRPS provisions in the Application, the Officer's assessment and on the basis that the tensions above they have identified have been addressed through amendments to the proposal and in my preceding evidence, I consider the proposal gives effect to the CRPS.

²⁸ Officer's Report paragraphs 181-192.

Canterbury Land and Water Regional Plan (LWRP) and Canterbury Air Regional Plan (CARP)

- 82 I agree with and adopt the Officer's assessment and conclusion that PC73 is not inconsistent with either of these statutory documents²⁹.

Mahaanui Iwi Management Plan (IMP)

- 83 Consistent with the assessment within the Section 32 Evaluation included with the application, the Officer and I share the view that the proposal is not inconsistent with the IMP.

Rolleston Structure Plan (RSP)

- 84 The Rolleston Structure Plan was released in September 2009 and as stated in section 1.3 had its boundaries '*determined when the proposed Metropolitan Urban Limit (MUL) for Rolleston was established and formally adopted by Council in July 2008 and was provided to Environment Canterbury to be included in Variation 1 to Proposed Change 1 of the Regional Policy Statement (RPS PC1)*'. Accounting for this, the Structure Plan did not consider the potential for growth to the west of Dunns Crossing Road.
- 85 Notwithstanding, I share the Officer's view that the Structure Plan offers useful principles for future development generally, rather than detailed planning for individual growth areas. Ms Lauenstein's evidence adopts a similar position, describing the Structure Plan as a key document that still relevantly guides the overall structure and direction of growth, but not necessarily the specific or finite physical extent of growth (in terms of urban limits and/or timelines)³⁰.
- 86 Ultimately, Ms Lauenstein concludes that '*PC 73 is a logical sequence of urban development for Rolleston and fits within the overall direction of several planning documents in particular the direction of growth given by the Rolleston Structure Plan*'³¹.
- 87 Based on Ms Lauenstein's evidence (especially in regards to the Structure Plan) and otherwise noting the evidence of Mr Compton-Moen, I consider the proposal to be generally consistent with the principles in the Structure Plan.

²⁹ Officer's Report paragraph 193.

³⁰ Evidence of Nicole Lauenstein, paragraph 65.

³¹ Evidence of Nicole Lauenstein, paragraph 12.

CONSIDERATION OF ALTERNATIVES, COSTS AND BENEFITS.

Extent to which the Objectives of the Proposal are the Most Appropriate Way to Achieve the Purpose of the Act

Section 32

Part 2 of the Act

- 88 In evaluating the extent to which the objectives of the proposal are the most appropriate way to achieve the Act, the Officer commences her assessment by considering relevant matters in section 7 of the Act.
- 89 For the reasons stated by the Officer and in my evidence above, I share the view that the purpose of the proposal achieves s7(c) and 7(f) (in regards to the maintenance and enhancement of amenity values and the quality of the environment respectively).
- 90 In regards s7(b) and the efficient use and development of natural and physical resources, the Officer accepts the transport networks will be efficiently used but considers that *'for the purpose of the proposal to be more appropriate than the status quo, there would need to be certainty that the proposal would not compromise the ability for [the WWTP and RRP as physical resources] to be able to be efficiently used and developed'*. My evidence and that of Ms Nieuwenhuijsen and Mr Van Kekem has explained why this will be the case.
- 91 I also consider the efficient use of the subject land as a physical resource is a relevant consideration under s7(b) and that the proposal represents a more efficient use of this resource than the existing Living 3 zoning or ongoing rural use of the land, accounting for: low productivity LUC Class 4 soils; available and forthcoming road network and infrastructure capacity that can cater for the Proposal; and the land's proximity and accessibility to the existing Rolleston township. In a similar vein, the proposal might also be considered to provide for more efficient use of a land resource with finite characteristics insofar as that if developed for rural residential purposes its potential for urban development with good urban form and connectivity will likely be foregone.

NPS-UD and CRPS

- 92 As already addressed in this evidence, I consider the Request will give effect to both the NPS-UD and CRPS and the Officer's concerns regarding policies concerning infrastructure and consolidated well-designed growth have also been addressed.

Selwyn District Plan

- 93 The Officer's Report records general agreement with the assessment of relevant objectives and policies in the District accompanying the Request. Where that is not the case:
- 93.1 The Officer notes the directions in Objective B4.3.4, B3.4.3, policy B2.2.5 and the overarching direction in the CRPS in regards to the efficient development, use and maintenance of utilities and infrastructure and avoiding reverse sensitivity effects. I accept this assessment but consider the amendments to the proposal and the evidence of Ms Nieuwenhuijsen and Mr Van Kekem confirms that the proposal will achieve these provisions.
- 93.2 The Officer notes Mr Nicholson's concerns that the proposal will not achieve Objective B3.4.4 or Objective B.3.4.5. Notably, Mr Nicholson does not refer to the full text of these provisions which seek, with my emphasis added:
- 'Objective B3.4.4 Growth of existing townships has a compact urban form and provides a variety of living environments and housing choices for residents, including medium density housing typologies located within areas identified in an Outline Development Plan'.*
- 'Objective B3.4.5 Urban growth within and adjoining townships will provide a high level of connectivity both within the development and with adjoining land areas (where these have been or are likely to be developed for urban activities or public reserves) and will provide suitable access to a variety of forms of transport.*
- 94 Notably, objective B3.4.5 contemplates growth 'adjoining' townships and necessarily therefore a less compact urban form for such townships as they grow outwards. Secondly, the objective seeks connectivity within the subject land and with adjoining land which is '*likely to be developed for urban activities*', indicating acceptance of urban growth that may be 'detached' for a period of time. Noting this, I also consider objective B3.4.4, seeks that the 'growth' (rather than the existing township as a whole) has a compact urban form and provides variety of housing. This interpretation is also consistent with Policy B4.3.6 which seeks to '*Encourage townships to expand in a compact shape where practical*'. Accounting for the full wording of these provisions and with reference to Ms Lauenstein's evidence, I consider the proposal will be consistent with all of these provisions.
- 95 In respect of this suite of policies, I also respectfully disagree with Mr Nicholson's suggestion of conflict with policy B4.3.3. That policy

seeks to 'Avoid zoning patterns that leave land zoned Rural surrounded on three or more boundaries with land zoned Living or Business'. The proposal will not result in any Rural zoned land on the western side of Dunns Crossing Road being surrounded in this way. If Mr Nicholson is referring to the land opposite the Skellerup Block on the eastern side of Dunns Crossing Road between the existing Living Z zone and proposed Plan Change 70 site, I note that part of this is land is already the subject of an approved and fully sold subdivision known as Olive Fields³², whilst the balance is earmarked for growth as a Future Development Area in the CRPS. Accordingly, I consider this policy is of limited relevance of the proposal.

- 96 Mr Nicholson's comments on Policy B4.3.77 are also misplaced, noting this policy simply requires developments subject to the listed ODPs to address the specific matters of relevance. To the extent that the explanation to the policy is relevant, I note that it describes Rolleston as a 'growth centre' and lists the key matters to be considered and addressed when preparing preparing an ODP. Such matters are consistent with those that have been assessed in the application and included in the ODP and its amendments.
- 97 Ultimately, given the amendments to the ODP, the proposal will achieve a high level of connectivity '*with adjoining land areas (where these have been or are likely to be developed for urban activities)*' and accounting for the evidence of Ms Lauenstein and Mr Compton-Moen regarding urban form, I consider the proposal will promote the objectives and policies in chapters B3 and B4 of the Plan.
- 98 Overall, I consider that the proposal, as amended, is the most appropriate way to achieve the purpose of the Act. In reaching this conclusion, I have referred also to the Ministry for Environment guide to Section 32 of the RMA, which references case law confirming that "most appropriate" is interpreted by case law as meaning "suitable, but not necessarily superior"³³.

Whether the Provisions are the Most Appropriate Way to Achieve the Objectives

- 99 In terms of the appropriateness of the provisions at achieving the objectives of the proposal and the existing Plan objectives, the Officer considers that additional changes are required and sets these out from paragraph 208. In simple terms, the substance of the recommended amendments are accepted without exception. To the

³² See: <https://www.olivefields.co.nz/sections-for-sale>

³³ MfE, (2014), *A Guide to Section 32 of the Resource Management Act 1991*, page 15, referencing *Rational Transport Soc Inc v New Zealand Transport Agency* HC Wellington CIV-2011-485-2259, 15 December 2011.

extent that refinements are proposed these are summarised in paragraph 22 of my evidence and are set out in detail in **Attachments 2-4** of this evidence.

CONCLUSIONS

100 In summary, I share the the Officer's view that *'inconsistency with Objective B4.3.3 of the Plan and various provisions within the CRPS that direct the location of growth... is overcome by the significance of the development capacity provided by the proposal [and Policy 8 of the NPS-UD]'*³⁴.

101 I also share the Officer's view that the crux of whether or not the rezoning is the most appropriate way to achieve the purpose of the RMA relates to:

101.1 The concerns raised by Mr Nicholson regarding connectivity with Rolleston and not contributing to a compact urban form and whether these are outweighed by the benefits of the Request.

For the Holmes Block the ODP has been amended to provide considerably greater connectivity to Rolleston, including changes to the Burnham School Road frontage (as suggested by the Officer, but with alternative mitigation of potential road noise effects).

For the Skellerup Block, accounting for the changes to the ODP (to enhance connectivity especially), my interpretation of the relevant District Plan objectives and policies in regards to township growth and urban form, and the evidence of Mr Compton-Moen and Ms Lauenstein I consider the proposal will provide appropriate connectivity and urban form outcomes.

101.2 The potential impact of increased residential development on the continued and optimal operation of the RRP, and the authorisation of upgrades to the WWTP.

The air quality experts all endorse a 600m buffer for typical operations at the RRP (as existing and consented). To the extent that this is suitable for abnormal emissions, I am reliant on the evidence of Ms Nieuwenhuijsen and Mr Van Kekem that this buffer is appropriate.

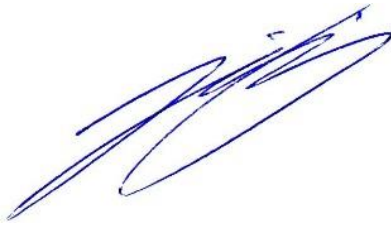
Rule amendments have been proposed to limit development of part of the Holmes Block ahead of the proposed WWTP upgrade obtaining the necessary authorisations. Other amendments proposed by the officer (to subdivision

³⁴ Officer's Report, paragraph 214.

assessment matters) have also been adopted. Such amendments are understood to address Mr England's concerns.

- 102 In summary, I consider the two issues identified above and all other relevant issues raised in submissions have been addressed through amendments to the proposal and the evidence I have provided (with reference to the evidence of others).
- 103 I endorse the Officer's concluding statement that any concerns with the proposal (particularly in terms of short term urban form outcomes prior to adjacent land being developed) need to be balanced with the potential for rural residential development to proceed on the land in a manner that precludes or limits future intensification. Whilst the Officer's comment is focused on the Skellerup Block, in my view it applies equally to the Holmes Block and needs to be accounted for in light of:
- 103.1 The requirement to have particular regard to this as a s7(b) and (g) other matter under the Act;
- 103.2 The significant development capacity offered by the Proposal; its contribution to well functioning urban environments, improved housing affordability and enablement of housing in an area with high demand relative to other areas; and, its ability to integrate with infrastructure planning and funding.
- 103.3 The NPS-UD imperatives for 'responsive' decision making and providing 'sufficient development capacity' 'at all times' (particularly given the evidence that there is insufficient capacity); and
- 103.4 The requirement to give effect to the NPS-UD as a higher order document which prescribes objectives and policies for a matter of national significance and has primacy over the CRPS.
- 104 Overall, I consider that the Proposal is the most appropriate way of achieving the purpose of the Act, and that the purpose of the Act is achieved.
- 105 On the basis of the views expressed above, I consider the Plan Change should be approved.

Dated: 13 September 2021



Jeremy Goodson Phillips

ATTACHMENT 1: OPERATIVE OUTLINE DEVELOPMENT PLANS

HOLMES BLOCK



SKELLERUP BLOCK



ATTACHMENT 2: AMENDED PLAN PROVISIONS

The Proposed Plan Change undertakes the following changes to the Selwyn District Plan:

1. To amend the Selwyn District Plan Planning Maps, by rezoning the site to Living Z and Business 1 (Local Centre).
2. To amend Township Volume, Appendix 39 Outline Development Plan- Holmes Block, Rolleston by inserting the ODP attached in **Attachment 4**.
3. To amend Township Volume, Appendix 40 Outline Development Plan- Skellerup Block, Rolleston by inserting the ODP attached in **Attachment 5**.
4. To amend the District Plan provisions as below (changes underlined or ~~struck through~~, changes of note made in response to the section 42a report are emphasised in **red text**).
5. Any other consequential amendments including but not limited to renumbering of clauses.

C4 LZ Buildings

~~4.2.1 Except for the Living 3 Zone at Rolleston identified in the Outline Development Plan in Appendix 39 and Appendix 40, any~~ Any principal building shall be a permitted activity if the area between the road boundary and the principal building is landscaped with shrubs and...

- Planted in lawn, and/or
- Paved or sealed, and/or
- Dressed with bark chips or similar material.

~~For the Living 3 Zone at Rolleston and Prebbleton identified on the Outline Development Plan in Appendix 19, Appendix 39 and Appendix 40~~ the following shall apply:

4.2.2 Any principal building shall be a permitted activity if: ...

~~Note: Rule 4.2.2 shall not apply to allotments of 4ha or greater in the Living 3 Zone identified on the Outline Development Plan in Appendix 39 and Appendix 40.~~

4.9.3 ~~Except for the Living 3 Zone at Rolleston identified on the Outline Development Plan in Appendix 39 and Appendix 40, and~~ ODP Area 3 and ODP Area 8 in Rolleston, and the Living 2A Zone in Darfield, as identified in the Outline Development Plan in Appendix 47, any dwelling, family flat, and any rooms within accessory buildings used for sleeping or living purposes shall be located no closer than 40m from the edge of the sealed carriageway of State Highways with a posted speed limit of 70 Km/hr or greater.

4.9.4 ~~Except for the Living 3 Zone at Rolleston identified on the Outline Development Plan in Appendix 39 and Appendix 40, and~~ ODP Area 3 and ODP Area 8 in Rolleston, and the Living 2A Zone in Darfield, as identified in the Outline Development Plan in Appendix 47, any dwelling, family flat, and any rooms within accessory buildings used for sleeping or living

purposes within 100m from the edge of the sealed carriageway of State Highways with a posted speed limit of 70 Km/hr or greater shall have internal noise levels from road traffic that do not exceed the limits set out below with all windows and doors closed.

	24 hours
Within Bedrooms	35 dBA (Leq 24 hour)
Within Living Area Rooms	40 dBA (Leq 24 hour)

Note: Living Area rooms means any room in a dwelling other than a room used principally as a bedroom, laundry, bathroom, or toilet.

4.9.37 Any bedroom in the Living Z Zone at Rolleston (as shown on the Outline Development Plan in Appendix 39) shall:

(i) be set back at least 15m from the sealed carriageway of Burnham School Road or Dunns Crossing Road; or

(ii) have an external to internal noise reduction of 30 dB Dtr,2m,nT,w + Ctr, as assessed by a suitably qualified and experienced acoustic engineer. The noise reduction must be achieved in conjunction with NZBC Clause G4 compliant ventilation in operation which, as windows would typically need to be closed to achieve the noise reduction, alternative compliant means of ventilation shall be installed such as mechanical ventilation. A ventilation system shall generate noise no greater than 30 dB LAeq(10sec) measured at 1.5 m from the diffuser, at 1.5 m above floor level, and at least 1 m from any wall, with the system providing a design airflow compliant with NZBC Clause G4/AS1.

~~Any building in the Living 3 Zone at Rolleston (as shown on the Outline Development Plan in Appendix 39 and Appendix 40) shall be set back at least:~~

~~i) 15 metres from any road boundary except that on corner lots a minimum setback of 10m applies to one road boundary;~~

~~ii) 5 metres from any other boundary~~

~~4.9.38 Any dwelling, family flat, and any rooms within accessory buildings used for sleeping or living purposes, and any internal areas associated with noise sensitive activities in the Living 3 Zone at Rolleston (as shown on the Outline Development in Appendix 39) shall be setback at least 80m from State Highway 1.~~

~~For the purposes of this rule, noise sensitive activities means any residential activity, travellers accommodation, educational facility, medical facility or hospital, or other land use activity, where the occupants or persons using such facilities may be likely to be susceptible to adverse environmental effects or annoyances as a result of traffic noise from State Highway 1 over its location.~~

4.9.39 Any dwelling, family flat, and any rooms within accessory buildings used for sleeping or living purposes in the Living 3Z Zone at Rolleston (as shown on the Outline Development Plan in Appendix 39 (Holmes Block) or Appendix 40 (Skellerup Block) shall be located outside the 'Odour Constrained Area' as shown in Appendix 40 (Skellerup Block)).

~~4.9.49.4 In the Living 3 Zone at Rolleston as shown in Appendix 39, whether the building development meets the internal sound levels in the table listed below:~~

Type of Occupancy/activity	Recommended Internal Design Sound Level (dBA Leq (24hr))
Dwelling/Family Flat/accessory buildings — bedroom	35
Within Bedrooms	
all other habitable spaces	40
Noise Sensitive activities	35

~~4.9.58 Erecting any new dwelling in the Countryside Area or the 'Odour Constrained Area' identified on the Outline Development Plan in Appendix 39 and Appendix 40.~~

Reasons for Rules...

Building Position...

~~Controls on side and front yard spaces apply to sites in the Living 3 Zone at Rolleston identified on the Outline Development Plan in Appendix 39, 40 or 46 in order to retain views between residences and to assist in retaining elements of rural character and provide visual integration and visual attractiveness.~~

~~Building within the Countryside Area identified on the Outline Development Plan in Appendix 39 and Appendix 40 is a non-complying activity. The purpose of the Countryside Areas is to provide open space and a visual link to the surrounding rural landscape. These corridors bisect the residential activity and are to be managed in productive rural use.~~

C5 LZ Roading

~~5.1.1.6 For the Living 3 Zone at Rolleston identified on the Outline Development Plan in Appendix 39, 40 or 46, the road shall include the relevant cross sectional treatment as shown in Appendix 39, 40 or 46.~~

~~5.2.1.6 The vehicle accessway is formed to the relevant standards in Appendix E13.2.1 and in addition for the Living 3 Zone at Rolleston identified on the Outline Development Plan in Appendix 39 and 40, private vehicular accessways serving less than three sites shall have a maximum formed width of 3.5m at the road boundary and within 10m of the road boundary; and~~

Reasons for Rules...

~~A maximum width applies to accessways within the front 10m of sites in the Living 3 Zone at Rolleston identified on the Outline Development Plan in Appendix 39 and 40 in order to avoid dominance of landscaped front yard areas by wide paved accessway surfaces, which could compromise the rural character the zone is expected to create.~~

C10 LZ Activities

10.3.2 The keeping of animals other than domestic pets except as provided under Rules 10.3.3 to Rules 10.3.5 shall be a discretionary activity, ~~except~~

~~(a) within the Living 3 Zone Countryside Areas identified on the Outline Development Plan at Appendix 39 and 40 provided that such activities are identified by and undertaken consistent with the Countryside Area Management Plan required by Rule 12.1.3.35; and~~

~~(b) within the Living 3 Zone Lower Density Area identified on Outline Development Plan at Appendix 39 and 40 provided that this shall not include intensive livestock production or the keeping of roosters, peacocks, pigs or donkeys.~~

~~10.14 COUNTRYSIDE AREAS — LIVING 3 ZONE, ROLLESTON~~

~~Permitted Activities — Countryside Areas — Living 3 Zone, Rolleston~~

~~10.14.1 Rural activities (excluding forestry, intensive livestock production and dwellings) within the Living 3 Zone Countryside Areas identified on the Outline Development Plan at Appendix 39 and 40 shall be a permitted activity provided that such rural activities are identified by and undertaken consistent with the Countryside Area Management Plan required by Rule 12.1.3.35.~~

~~Restricted Discretionary Activities — Countryside Areas — Living 3 Zone, Rolleston~~

~~10.14.2 Rural activities (excluding forestry, intensive livestock production and dwellings) within the Living 3 Zone Countryside Areas identified on the Outline Development Plan at Appendix 39 and 40 shall be a restricted discretionary activity except where such rural activities are identified by and undertaken consistent with the Countryside Area Management Plan required by Rule 12.1.3.35.~~

~~10.14.3 Under Rule 10.14.2, the Council shall restrict the exercise of its discretion to:~~

~~10.14.3.1 the degree to which the proposed rural activities maintain open space and/or rural character and rural amenity of the Countryside Area(s);~~

~~10.14.3.2 the extent to which potential adverse nuisance effects on occupiers of adjacent rural residential allotments will be internalised within the Countryside Area(s).~~

Reasons for Rules...

Keeping of Animals

~~...Resource consent for a discretionary activity is required for: commercial rearing of animals for sale of progeny, meat, skins, wool or other products; the keeping of animals other than domestic pets (except within the Living 3 Zone Countryside Areas identified on the Outline Development Plan at Appendix 39 and 40). Those activities may be granted resource consent, depending on whether adverse effects can be adequately mitigated, and if there is consistency with the relevant objectives and policies of the plan. The exception provided for the Living 3 Zone Countryside Areas regarding keeping of animals recognises that rural activities (subject to some specific exceptions) are anticipated and intended to occur within the designated Countryside Areas, and also within the large lot Lower Density Areas. The potential adverse effects associated with the keeping of animals other than domestic pets (e.g. horse grazing) within the Countryside Areas is managed through the requirement for a management plan to be in place prior to such activities occurring, and as such, are deemed appropriate for the Zone. A further exception is provided to enable limited grazing of the Lower Density Areas within the Living 3 Zone.~~

~~...Countryside Areas—Living 3 Zone~~

~~Rule 10.14 provides for rural activities (subject to some specific exceptions) to occur within the designated Countryside Areas within the Living 3 Zone identified on the Outline Development Plans at Appendices 39 and 40 as a means of achieving and maintaining rural character within the Living 3 Zone. While such activities have the potential to create adverse environmental effects, the requirement for those activities to be identified by and undertaken consistent with the Countryside Area Management Plan required by Rule 12.1.3.35 will ensure that any adverse effects are appropriately managed over time.~~

C12 LZ Subdivision

Rolleston

~~12.1.3.49 Any subdivision of land within the area shown in Appendix 39 and 40 (Living 3 Zone at Rolleston) complies with:~~

- ~~(a) the Countryside Area layout of the Outline Development Plan at Appendix 39 and 40;~~
- ~~(b) the location of the Lower Density Area as shown on the Outline Development Plan at Appendix 39 and 40;~~
- ~~(c) the establishment of shelterbelt planting comprising three rows of Leyland Cypress along the common boundary with Lot 3 DP 20007 in accordance with the Outline Development Plan at Appendix 40~~
- ~~(d) the roading layout of the Outline Development Plan at Appendix 39 and 40;~~
- ~~(e) where any conflict occurs with Rule E13.3.1 the cross sections in Appendix 39 and 40 shall take precedence; and~~
- ~~(f) full public access is maintained to internal roads so that the area shown on the Outline Development Plan in Appendix 39 and 40 does not become a gated community.~~

12.1.3.50 (a) In respect of the land identified at Appendix 39 (Holmes Block);

A. no more than ~~97 rural~~ 1150 residential allotments may be created and a consent notice or similar mechanism shall be registered on the title of those lots ensuring there are no occupied dwellings within the Holmes Block prior to

- i. the completion of the upgrade to the SH1 / Dunns Crossing Road intersection; and
- ii. the completion of signals upgrades to the Burnham School Road / Dunns Crossing Road intersection; and
- iii. upgrade to the Newman Road / Dunns Crossing Road intersection; and
- iv. signals upgrade to the Granite Drive / Dunns Crossing Road intersection.

B. no residential allotments may be created within 1500m of the Pines Wastewater Treatment Plant buildings (as depicted by the line shown on Figure 1 in Appendix 39) prior to: Certification by Council's Asset manager that the resource management approvals required to enable the Pines Wastewater Treatment Plant to provide treatment capacity for 120,000 person equivalents of incoming flow have been obtained; or 31 December 2025, whichever is the sooner.

(b) In respect of the land identified at Appendix 40 (Skellerup Block), no more than ~~51 rural~~ 950 residential allotments may be created and a consent notice or similar mechanism shall be registered on the title of those lots ensuring there are no more than 148 occupied dwellings within the Skellerup Block prior to:

- i. the completion of the upgrade to the SH1 / Dunns Crossing Road intersection; and
- ii. the completion of signals upgrades to the Burnham School Road / Dunns Crossing Road intersection.

no subdivision shall take place to densities less than what are provided for under the Rural (Outer Plains) Zone until:

(i) a publicly owned sewerage reticulation system has been extended to the site.

12.1.3.51 Any subdivision application within the Living 3 Zone west of Dunns Crossing Road that includes any part of the Countryside Areas as identified on the Outline Development Plan included at Appendix 39 and 40 shall be accompanied by a Countryside Area Management Plan which addresses the following matters:

(a) The ownership and management structure for the Countryside Area(s);

(b) Mechanisms to ensure that the management plan applies to and binds future owners;

(c) The objectives of the proposed rural use of the Countryside Area(s);

(d) Identification of the rural activity or activities proposed for the Countryside Area(s), which meet the above objectives

~~(e) Measures to maintain and manage open space and/or rural character;~~

~~(f) Measures to manage plant pests and risk of fire hazard;~~

~~(g) Measures to internalise adverse effects including measures to avoid nuisance effects on occupiers of adjacent rural residential allotments;~~

~~(h) Measures to provide for public access within the Countryside Area(s) along Dunns Crossing Road; and~~

~~(i) Whether there is sufficient irrigation water available to provide surety of crop within the Countryside Area(s).~~

Table C12.1 –Allotment Sizes

Township	Zone	Average Allotment Size Not Less Than
...		
Rolleston	Living — 3 (Appendix 39 & 40)	<p>At least 20ha of the land within the area defined by the Outline Development Plan at Appendix 39 and 40 shall be developed as a Lower Density Area in the location shown on the Outline Development Plan with a minimum and an average allotment size of no less than 4ha.</p> <p>The balance of the land on the Outline Development Plans at Appendix 39 and 40 outside the above area shall be developed with an average allotment size of no less than 5000m² with a minimum allotment size of 4000m².</p> <p>The maximum number of allotments within the area defined by the Outline Development Plan at Appendix 39 shall be 97.</p> <p>The maximum number of allotments within the area defined by the Outline Development Plan at Appendix 40 shall be 51.</p>

12.1.4.76 In relation to the Living ~~3~~ Z Zone (Holmes and Skellerup) at Rolleston as shown in Appendix 39 and 40:

(a) Whether the pattern of development and subdivision is consistent with the Outline Development Plan in Appendix 39 and 40;

(b) Whether the pattern and staging of development: (i) In relation to the Living Z zone shown in Appendix 39 only, takes into account the upgrade of the Dunns Crossing Road / Main South Road (SH1) / Walkers Road intersection by Council and NZTA, including any land requirements; and (ii) commences adjacent to Dunns Crossing Road to maximise connectivity and the efficient provision of infrastructure.

(c) Within the area defined by Outline Development Plan in Appendix 39, the appropriateness of any measures proposed to avoid or mitigate potential adverse effects at the interface with West Rolleston Primary School.

(d) The appropriateness of any mechanism proposed to address specific setback or boundary treatment requirements identified within the Outline Development Plan in Appendix 39 and 40.

(e) How land within the Odour Constrained Area identified within the Outline Development Plan in Appendix 39 and 40 is to be managed and integrated into the development, while ensuring activities sensitive to odour are avoided within these areas.

(f) Whether, following consultation with the Ministry for Education, any land is required to be provided for education purposes within the Outline Development Plans in Appendix 39 or 40.

(g) For any allotment having land partly or fully within the Odour Constrained Area as shown in Appendix 39, whether a no complaints covenant in favour of the Council is proposed in relation to the operations at the Pines Wastewater Treatment Plant and Resource Recovery Park.

~~(b) Whether local roading, and trees and planting on roads and lots, are proposed in general accordance with the Outline Development Plan, road cross section(s) and associated planting schedules and requirements shown in Appendix 39 and 40;~~

~~(c) Whether the roading and lot pattern follow a rectilinear pattern with orientations generally established by the surrounding road network, consistent with the typical subdivision patterns of the Rolleston rural area;~~

~~(d) Whether the roading pattern and proposed hard and soft landscape treatments in the road reserve will create a rural character to the development and distinguish it from conventional suburban development;~~

~~(e) Whether suburban road patterns and details such as cul-de-sac, arbitrary curves, and kerb and channels are avoided;~~

~~(f) The extent to which the maximum of 97 lots (Holmes) and 51 lots (Skellerup) within the area defined by the Outline Development Plan in Appendices 39 and 40, respectively, is met;~~

~~(g) Whether the creation of open space in rural production areas is consistent with the Countryside Areas identified on the Outline Development Plan in Appendix 39 and 40;~~

~~(h) Whether the provision of public walkways is consistent with the public walkways identified on the Outline Development Plan in Appendix 39;~~

~~(i) Whether there is a need for the western public walkway taking into account the ability to connect to future public walkways to the west (Holmes Block, Appendix 39);~~

~~(j) Whether at least 20ha of land is developed as a Lower Density Area with larger allotments (4ha or more) in general accordance with the location identified on the Outline Development Plan in Appendices 39 (Holmes) and 40 (Skellerup);~~

~~(k) In the event that it is developed first, whether the development of a Lower Density Area in advance of other development avoids frustrating the intentions of the Outline Development Plan or the ability to achieve integrated development over the Outline Development Plan area;~~

~~(l) Whether shelterbelt planting will achieve screening of activities occurring on Lot 3 DP 20007 (Skellerup Block, Appendix 40).~~

~~12.1.4.77 In relation to the Countryside Area Management Plan required for the Living 3 Zone west of Dunns Crossing Road, Rolleston as shown in Appendix 39 and 40:~~

~~(a) The adequacy of the management plan to achieve open space and/or rural character across the Countryside Area(s) in a manner that is compatible with the surrounding rural residential environment;~~

~~(b) The adequacy of proposed mechanisms to maintain and manage the Countryside Area(s) long term in a consistent manner;~~

~~(c) Whether rural landscape, visual and amenity value characteristics of the Countryside Area(s) are able to be maintained;~~

~~(d) The extent to which potential adverse nuisance effects on occupiers of adjacent rural residential allotments will be internalised within the Countryside Area(s);~~

~~(e) The extent to which adverse effects of plant pests and fire hazard risks will be avoided or remedied; and~~

~~(f) The suitability of proposed access within the Countryside Area(s) along Dunns Crossing Road.~~

ATTACHMENT 3: AMENDED APPENDIX 39 (HOLMES BLOCK ODP)

OUTLINE DEVELOPMENT PLAN 39 (HOLMES BLOCK)

This area comprises approximately 87.5 hectares and is situated on the southwest corner of Main South Road (State Highway 1) and Dunns Crossing Road.

Land Use

The development area shall achieve a minimum net density of 12 household per hectare, averaged over the area of the block, excluding the area identified as an 'Odour Constrained Area' where dwellings are not permitted. The zoning framework supports a variety of site sizes to achieve this minimum density requirement. Should this area be developed in stages, confirmation at the time of subdivision of each stage, and an assessment as to how the minimum net density of 12 household per hectare for the overall area can be achieved, will be required.

Medium density areas within the development area are able to be supported by adjacent amenities that include key open spaces and green corridors, a small commercial centre and the West Rolleston Primary School.

The small local commercial centre is proposed adjacent to the intersection of Dunns Crossing Road, the proposed Primary Road and West Rolleston Primary School to provide good accessibility and to meet some of the convenience needs of residents in the immediate area. The interface between the local centre and adjoining school should be managed to minimise potential conflict.

No more than 1150 sites shall be provided across the whole of the development area. However, no ~~more than 97 occupied~~ dwellings shall be established-occupied across the area prior to the completion of:

- the upgrade to the SH1 / Dunns Crossing Road intersection; and
- signals upgrade to the Burnham School Road / Dunns Crossing Road intersection; and
- the upgrade to the Newman Road / Dunns Crossing Road intersection; and
- signals upgrade to the Granite Drive / Dunns Crossing Road intersection.

A consent notice or similar mechanism shall be imposed at the time of any subdivision consent to ensure this these outcomes and to accommodate the land requirements and reverse sensitivity measures required in response to this intersection upgrade.

Any sensitive activities in the development area adjoining the State Highway 1 boundary or, western boundary (with the adjacent rural zoned land) and southwest corner of the area, within the 'Odour Constrained Area', or within 1500m of the Pines Wastewater Treatment Plant buildings or Burnham School Road boundary are subject to specific setback or boundary treatment requirements, supported by an appropriate, enduring legal mechanism (such as a covenant, consent notice, etc) imposed at the time of subdivision, as follows:

- For the full length of the State Highway 1 boundary a 3m high acoustic bund and/or fence and 40m building setback shall be provided. This acoustic treatment and setback shall be adapted in the vicinity of the SH1 / Dunns Crossing Road intersection to achieve equivalent acoustic protection accounting for upgrades to that intersection and associated land requirements.
- ~~Except for gaps required for roads or cycle/pedestrian/green links, for the Burnham School Road boundary a 2m high acoustic bund and/or fence shall be provided within a 5m wide landscape strip.~~
- A building setback shall apply within the 'Odour Constrained Area' that area defined in Figure 1 the figure below.

- No residential allotments may be created within 1500m of the Pines Wastewater Treatment Plant buildings (as depicted by the line shown in Figure 1 below) prior to: Certification by Council's Asset manager that the resource management approvals required to enable the Pines Wastewater Treatment Plant to provide treatment capacity for 120,000 person equivalents of incoming flow have been obtained; or 31 December 2025, whichever is the sooner.

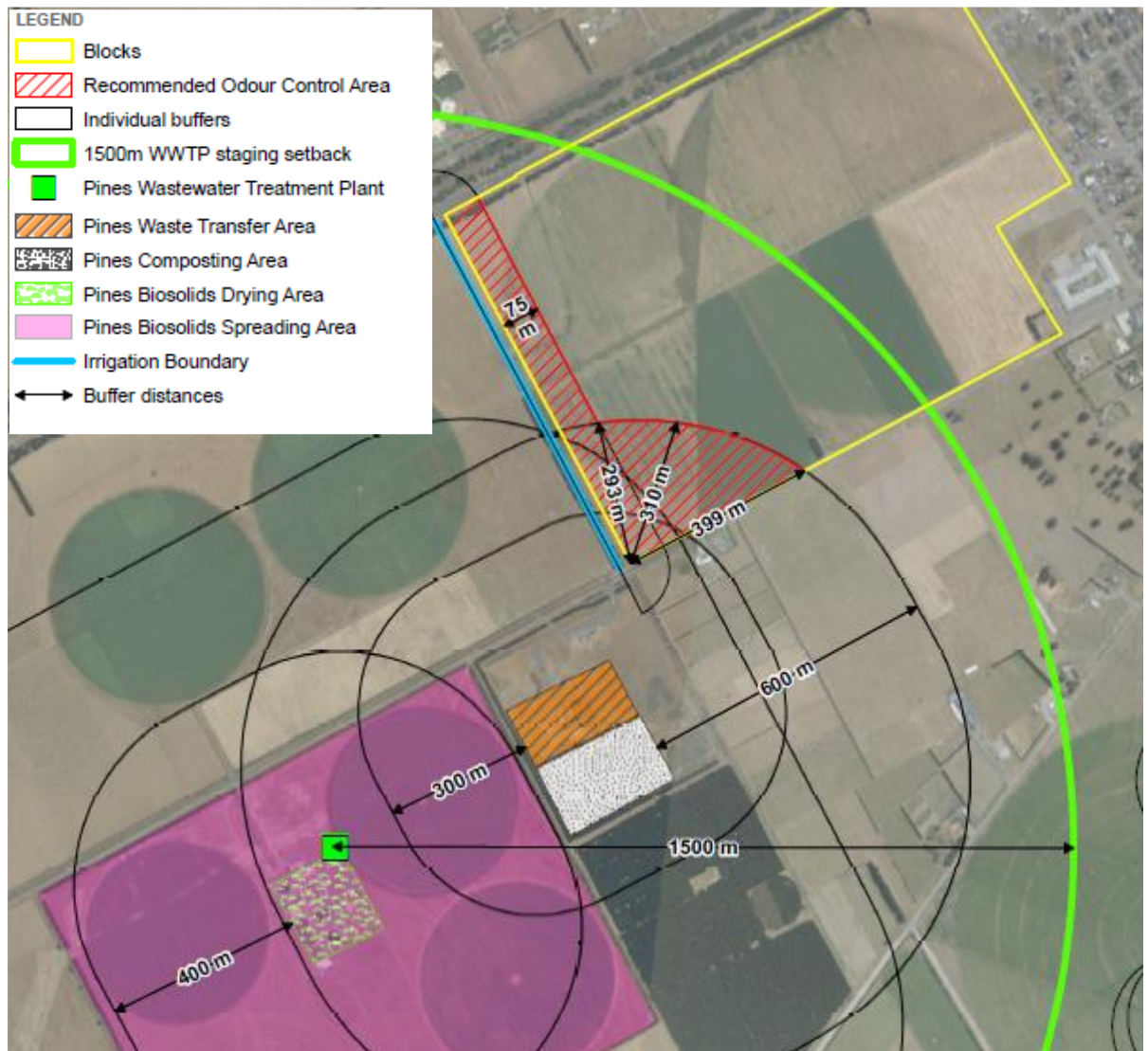


Figure 1: Odour Constrained Area and WWTP Setbacks

Access and Transport

The ODP employs a roading hierarchy that delivers a range of integrated transport options, including active transport connections at the boundary of the development area to adjacent neighbourhoods that facilitate the use of existing and future public transport routes. Roading connections shall be designed to achieve permeability, whilst minimising the number of new intersections and maintaining appropriate intersection spacing. The ODP features a primary route that provides an east-to-west route through that part of the ODP area to the west of Dunns Crossing Road and provides a connection to Burnham School Road to the south. The proposed roading hierarchy will deliver an accessible and coherent neighbourhood that provides safe and efficient access to the new development and can cater for extensions to existing public transport routes and/or new routes.

The intersection of State Highway 1, Dunns Crossing Road and Walkers Road is planned to be upgraded with a roundabout by Waka Kotahi NZTA. To accommodate this upgrade, any development within the 'future intersection upgrade' area needs to take into account any additional land requirements for this upgrade, as well as ensuring the subdivision pattern appropriately integrates with the location of the intersection. In addition, the Dunns Crossing Road / Burnham School Road intersection will require the installation of traffic signals to accommodate predicted traffic volumes. These works will require completion prior to the ~~establishment~~ occupation of more than 97 any homes on the ODP block. Upgrades to the Dunns Crossing Road and Burnham School Road frontages are also identified on the ODP and this may include a shared cycle and pedestrian path along Dunns Crossing Road established in collaboration with Council and Waka Kotahi NZTA.

An integrated network of roads will facilitate the safe and efficient distribution of internal traffic, provide access to properties, assist in connecting the open space reserves network both within and beyond the site and provide links to adjoining neighbourhoods. ~~Property access directly to Burnham School Road is precluded, noting the arterial status of this road and the cycle and pedestrian path extending along this length of the development area.~~

The transport network for the area shall integrate into the pedestrian and cycle network established in adjoining neighbourhoods and the wider township. Cycling and walking will be contained within the road reserve and incorporated into the roading design of the overall road network where applicable. Adequate space must be provided to accommodate cyclists and to facilitate safe and convenient pedestrian movements. Dedicated cycle and pedestrian routes are identified on the ODP, and include connections to Dunns Crossing Road and the wider network. These connections are also provided in the vicinity of West Rolleston Primary School and the proposed commercial centre, in addition to a potential public transport stop that can also support alternative transport modes for these activities.

Open Space, Recreation, and Community and Educational Facilities

A recreation reserve and pocket park are to be established within the area. The location of these reserves has been determined based on the number of reserves established in the wider area and to ensure people living within the development block have access to open space reserve is within a 500m walking radius of their homes. These neighbourhood parks will provide passive recreation opportunities, with nearby Foster Park providing access to active recreation opportunities.

There is an opportunity to integrate the collection, treatment, and disposal of stormwater with open space reserves where appropriate. Pedestrian and cycle paths are required to integrate into the green network to ensure a high level of connectivity is achieved, and to maximise the utility of the public space. Council's open space requirements cited in the Long Term Plan and Activity Management Plans should be adhered to during subdivision design.

An existing water race runs through the area. Whilst this may need to be realigned, it will remain open and fish and kākahi salvage works will be conducted in accordance with ~~ECAN~~ Environment Canterbury fish salvage guidelines prior to any works occurring within the water races.

As noted above in regards to land use, buffer areas are to be provided along the north, west and southern boundaries of the area. This will ensure reverse sensitivity effects arising from conflicting land uses are avoided. Unless otherwise specified by Council, buffers will remain in private ownership and methods to protect these treatments in the long term such as private covenants, consent notices or LIM notes, shall be established. Treatments could include appropriate bunding, fencing, landscaping, and/or building setbacks. Similar interface treatment of the commercial centre shall also be provided where it faces West Rolleston Primary School to minimise potential conflict.

West Rolleston Primary School is readily accessible within the block. However, roll growth requirements may necessitate its expansion to the north or west, with consequential amendments to the ODP in a way that retains

transport connectivity for this part of the site. Other educational facilities may otherwise be required within the balance of the block, albeit subject to a needs assessment.

Servicing

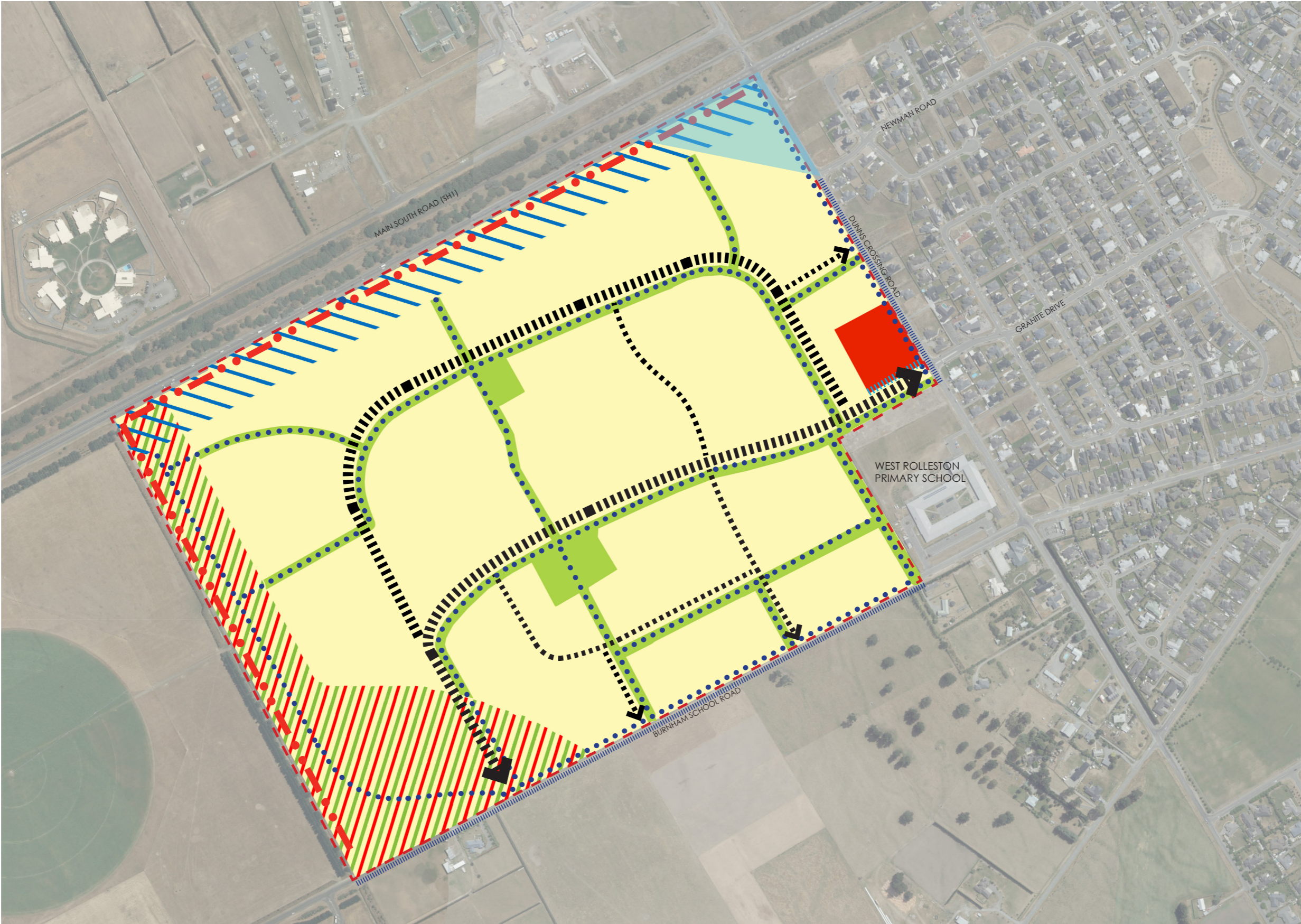
The underlying soils are relatively free-draining and generally support the discharge of stormwater disposal via infiltration to ground. There are a range of options available for the collection, treatment, and disposal of stormwater. Detailed stormwater solutions are to be determined by the developer in collaboration with Council at subdivision stage and in accordance with Environment Canterbury requirements. Systems will be designed to integrate into both the transport and reserve networks where practicable.

The provision of infrastructure to service the area shall align with the Council's indicative infrastructure staging plan, unless an alternative arrangement is made by the landowner/developer and approved by Council.

OUTLINE DEVELOPMENT PLAN 39 - HOLMES BLOCK

LEGEND

-  Outline Development Plan Area
-  Living Z Zone
-  Business 1 Zone
-  Indicative Primary Road
-  Indicative Secondary Road
-  Indicative Cycle/Pedestrian Route
-  Reserve Location (size to be determined at time of subdivision)
-  Odor Constrained Area / Green Boundary
-  Boundary Treatment
-  Noise Control Boundary
-  Intersection Upgrade (area shown is indicative)
-  Business 1 Zone Interface Treatment / Potential Public Transport Stop
-  Extent of Burnham School Road / Dunns Crossing Road to be Upgraded



ATTACHMENT 4: AMENDED APPENDIX 40 (SKELLERUP BLOCK ODP)

OUTLINE DEVELOPMENT PLAN 40 (SKELLERUP BLOCK)

This area comprises approximately 72.7 hectares and is situated on the west side of Dunns Crossing Road, approximately midway between Selwyn Road and Brookside Road.

Land Use

The development area shall achieve a minimum net density of 12 household per hectare, averaged over the area of the block, excluding the area identified as an Odour Constrained Area where dwellings are not permitted.

The zoning framework supports a variety of site sizes to achieve this minimum density requirement. Should this area be developed in stages, confirmation at the time of subdivision of each stage, and an assessment as to how the minimum net density of 12 household per hectare for the overall area can be achieved, will be required.

Medium density areas within the development area are able to be supported by adjacent amenities that include key open spaces and green corridors and a small commercial centre.

The small local commercial centre is proposed adjacent to the intersection of Dunns Crossing Road and the proposed central Primary Road to provide good accessibility and to meet some of the convenience needs of residents in the immediate area.

No more than 950 sites shall be provided across the whole of the development area. However, no more than 148 dwellings shall be occupied across the area prior to the completion of the upgrade to the SH1 / Dunns Crossing Road intersection and signals upgrade to the Burnham School Road / Dunns Crossing Road intersection. A consent notice or similar mechanism shall be imposed at the time of any subdivision consent to ensure this outcome.

~~Any~~ No sensitive activities are provided for in the ~~development area~~ ‘Odour Constrained Area’ adjoining the area’s northern boundary (with the adjacent rural zoned land). This Area provides ~~are subject to~~ a 150m setback from the poultry sheds existing as at 1 January 2021 located on the property at 243 Dunns Crossing Road (which is legally described as Lots 3-4 DP 20007 BLKS III VII LEESTON SD). The restrictions in this area shall be, supported by an appropriate, enduring legal mechanism (such as a covenant, consent notice, etc) imposed at the time of subdivision.

Access and Transport

The ODP employs a roading hierarchy that delivers a range of integrated transport options, including active transport connections at the boundary of the development area to adjacent neighbourhoods that facilitate the use of existing and future public transport routes. Roading connections shall be designed to achieve permeability, whilst minimising the number of new intersections and maintaining appropriate intersection spacing. The ODP features a primary route that provides three connection points to Dunns Crossing Road and land further to the east and primary roads shall otherwise extend to the north, south and west boundaries of the ODP. The proposed roading hierarchy will deliver an accessible and coherent neighbourhood that provides safe and efficient access to the new development and can cater for extensions to existing public transport routes and/or new routes.

An integrated network of roads will facilitate the safe and efficient distribution of internal traffic, provide access to properties, assist in connecting the open space reserves network both within and beyond the site and provide links to adjoining neighbourhoods.

The transport network for the area shall integrate into the pedestrian and cycle network established in adjoining neighbourhoods and the wider township. Cycling and walking will be contained within the road reserve and incorporated into the roading design of the overall road network where applicable. Adequate space must be

provided to accommodate cyclists and to facilitate safe and convenient pedestrian movements. Two pedestrian crossings are identified on Dunns Crossing Road adjacent to the northern and central primary roads.

The requirement for upgrades to Dunns Crossing Road are also identified on the ODP.

Open Space, Recreation, and Community and Educational Facilities

Two recreation reserves and a pocket park are to be established within the area. The location of these reserves has been determined based on the number of reserves established in the wider area and to ensure people living within the development block have access to open space reserve is within a 500m walking radius of their homes. These neighbourhood parks will provide passive recreation opportunities, with nearby Foster Park providing access to active recreation opportunities.

There is an opportunity to integrate the collection, treatment, and disposal of stormwater with open space reserves where appropriate. Pedestrian and cycle paths are required to integrate into the green network to ensure a high level of connectivity is achieved, and to maximise the utility of the public space. Council's open space requirements cited in the Long Term Plan and Activity Management Plans should be adhered to during subdivision design.

As noted above in regards to land use, buffer areas are to be provided along the north boundary of the area. This will ensure reverse sensitivity effects arising from conflicting land uses are avoided. Unless otherwise specified by Council, buffers will remain in private ownership and methods to protect these treatments in the long term such as private covenants, consent notices or LIM notes, shall be established.

The provision of new educational facilities can be provided within the block or in the wider area albeit subject to a needs assessment.

Servicing

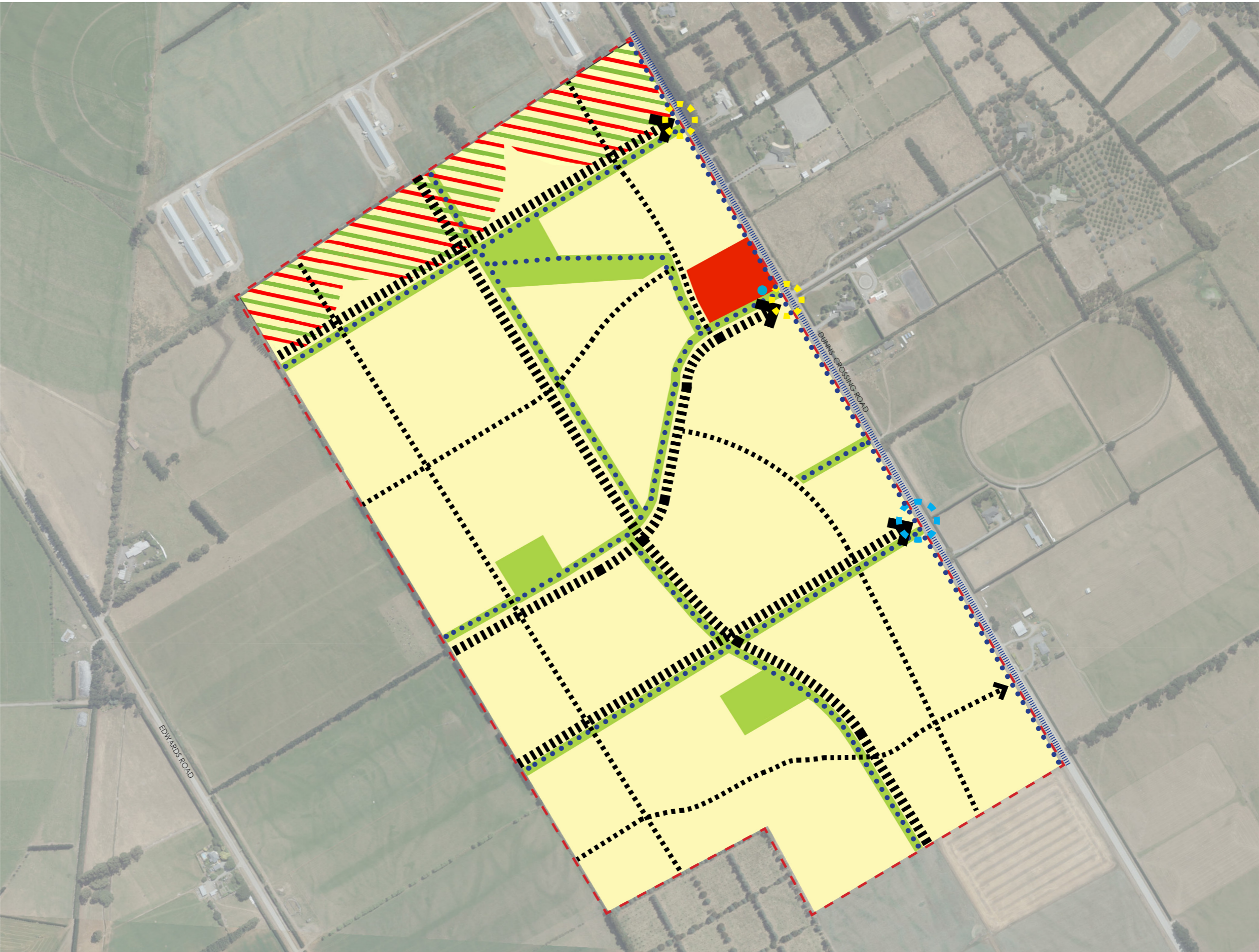
The underlying soils are relatively free-draining and generally support the discharge of stormwater disposal via infiltration to ground. There are a range of options available for the collection, treatment, and disposal of stormwater. Detailed stormwater solutions are to be determined by the developer in collaboration with Council at subdivision stage and in accordance with Environment Canterbury requirements. Systems will be designed to integrate into both the transport and reserve networks where practicable.

The provision of infrastructure to service the area shall align with the Council's indicative infrastructure staging plan, unless an alternative arrangement is made by the landowner/developer and approved by Council.

OUTLINE DEVELOPMENT PLAN 40 - SKELLERUP BLOCK

LEGEND

- Outline Development Plan Area
- Living Zone Z
- Business 1 zone
- Indicative Primary Road
- Indicative Secondary Road
- Indicative Cycle/Pedestrian Route
- Reserve Location (size to be determined at time of subdivision)
- Odor Constrained Area / Green Boundary
- Proposed Pedestrian Crossing
- Proposed Roundabout
- Potential Public Transport Stop
- Extent of Dunns Crossing Road to be Upgraded



ATTACHMENT 5: NPS-UD ASSESSMENT

NPS-UD Provision	Analysis
<i>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.</i>	The proposed Plan Change supports this objective, through delivery of a well-functioning urban environment (within the context of the subject land, and within the wider Rolleston and Greater Christchurch context)- as is set out in respect of policy 1 below. The enablement of up to 2100 households will clearly 'enable' people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, through enhanced housing supply and choice, without diminishing these outcomes for other people and communities.
<i>Objective 2: Planning decisions improve housing affordability by supporting competitive land and development markets.</i>	As noted in the economic evidence, the proposed Plan Change will help address constraints in the residential land supply markets, increase supply and competition, and help address housing affordability within the Selwyn District and Greater Christchurch in a manner consistent with Objective 2.
<p><i>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:</i></p> <ul style="list-style-type: none"> <i>a. the area is in or near a centre zone or other area with many employment opportunities</i> <i>b. the area is well-served by existing or planned public transport</i> <i>c. there is high demand for housing or for business land in the area, relative to other areas within the urban environment.</i> 	<p>This objective supports enablement of residential growth in this location, noting the subject land is</p> <ul style="list-style-type: none"> a. near an area with many employment opportunities (the established and developing Rolleston town and industrial centres, rural Canterbury, and Christchurch city). b. not well-served by existing public transport or planned public transport presently (noting this is contingent on a residential population that can sustain it), but proposes road networks and connections that would enable existing/nearby bus services to route through the sites. c. in an area where there is high demand for housing, relative to other areas within the urban environment, as evident from the evidence of Mr Jones. <p>I note that this objective only requires one of (a)-(c) to apply.</p>
<i>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.</i>	<p>The proposed change from rural-residential to urban residential is in response to the diverse and changing needs of people, communities, and future generations (for the proposed form/density of housing in this location) in a manner consistent with this objective.</p> <p>At a broader scale, the same can be said for the rapid and continuing growth of Rolleston within a Greater Christchurch context, which is evidently occurring 'in response to the diverse and changing needs of people' choosing this location over alternative locations or housing types.</p>
<p><i>Objective 6: Local authority decisions on urban development that affect urban environments are:</i></p> <ul style="list-style-type: none"> <i>a. integrated with infrastructure planning and funding decisions; and</i> <i>b. strategic over the medium term and long term; and</i> <i>c. responsive, particularly in relation to proposals that</i> 	<p>The infrastructure and transport evidence has demonstrated that the proposal can be effectively integrated with infrastructure planning, funding and delivery.</p> <p>The proposal would clearly 'supply significant development capacity', and on that basis this objective seeks 'responsive' decision making. This creates some tension with the requirement to be strategic over a medium and long term, however given the attributes of the site, the absence of any significant effects or risks, the adjacency to the existing urban area, and the existing Living 3 zoning applying to the land it is considered that enablement of this proposal would not be inconsistent with this aspect of the objective. .</p>

would supply significant development capacity.

Objective 8: New Zealand's urban environments:

- a. *support reductions in greenhouse gas emissions; and*
- b. *are resilient to the current and future effects of climate change.*

The proposed provision for alternative transport modes, connectivity and accessibility, and the potential for servicing by public transport 'supports' reductions in greenhouse gas emissions. Notably, the objective seeks to 'support reductions', rather than strictly seek to 'reduce' or 'require reductions'. Noting this distinction I consider the proposed measures described above will 'support' the reductions sought by the objective.

Whilst not Court decisions, I note similar conclusions were reached in similar circumstances by the Expert Consenting Panel for the Faringdon South West and South East Resource Consents³⁵ and by the Hearings Commissioners determining the Ohinewai Rezoning (APL/Sleepyhead)³⁶.

Resilience to climate change is achieved through: the site's distance from coastal and low lying areas susceptible to sea-level rise and storm surges; the land's resilience to heavy rainfall events/frequency, and the potential for building and landscape design to address increased mean temperatures or amplification of heat extremes.

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*

The proposal will contribute to well-functioning urban environments at a localised, township, and regional scale, noting it will, as a minimum:

- a. Have and enable a variety of homes that meet the needs, in terms of type, price, and location, of different households. This is achieved through the Living Z provisions which provide for this variety and the choice afforded through the supply of up to 2,100 households - including a variety of homes, needs, types, price-points and locations within the plan change area, within Rolleston and within the Greater Christchurch market generally.

Within the plan change area the proposed Living Z zoning provides for a variety in residential densities, including Low Density (average allotment size of 650m² and a minimum individual allotment size of 550m²), Medium Density Small-lot (maximum average of 500m², with minimum of 400m²), and Medium Density Comprehensive (maximum average of 350m², with no minimum site size) with the higher density (15hh/Ha) residential areas located adjacent to key open spaces and green corridors. On the ground, the low and medium density areas will provide for conventional standalone houses and sites, potentially for larger families. In contrast, the medium density comprehensive areas will provide for comprehensively designed and developed housing that offers smaller and more affordable housing, through terraced, multi-unit or smaller scale apartment styled developments or through other comprehensive housing forms (such as retirement housing, social housing, or sheltered/supportive housing). Of note, the proposal enables this variety in housing, but other than by way of adopting existing density rules in the Plan, it does not specifically prescribe them.

³⁵ See Record of decision, 27/8/21 paragraphs 121-22 and 144 (https://www.epa.govt.nz/assets/Uploads/Documents/Fast-track-consenting/Faringdon/Decision_Faringdon-FINAL_27-Aug-21.pdf)

³⁶ See Report and Decisions of the Waikato District Plan, Report 2, 24/5/21 paragraphs 314-315 (https://wdcsitefinity.blob.core.windows.net/sitefinity-storage/docs/default-source/your-council/plans-policies-and-bylaws/plans/district-plan-review/decisions/ohinewai-hearing/decision-documents/ohinewai-zone-decision-report-24-may-2021.pdf?sfvrsn=561291c9_2).

<p><i>on, the competitive operation of land and development markets; and</i></p> <p><i>e. support reductions in greenhouse gas emissions; and</i></p> <p><i>f. are resilient to the likely current and future effects of climate change.</i></p>	<p>The proposal will otherwise enable Māori to express their cultural traditions and norms, to the extent relevant to the site context.</p> <p>b. Provide access to suitably located and sized business sectors. Local retail facilities are proposed for residents within the Plan Change site; the Rolleston town centre and industrial zones is accessible by various transport modes; and the wider offerings of Christchurch city are accessible where required.</p> <p>c. Provide good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport noting the preceding point and the findings in the transport assessment. Notably, clause c. does not specify what form the accessibility should take, it simply seeks good accessibility for all people. In this context, the site has very good accessibility given: its proximity to State Highway 1, the local roading network, the rail corridor (and any future opportunities it may provide); the provision for alternative transport modes; the varied densities, commercial centres, green links and reserves, and proximity to schooling; and 'including [good accessibility options] by way of public or active transport'. Again, equivalent conclusions were reached in paragraph 312 of the Ohinewai Rezoning.</p> <p>d. Support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets.</p> <p>e. Support reductions in greenhouse gas emissions, through provision for alternative transport modes, connectivity and accessibility, and the potential for servicing by public transport. (See Objective 8 above).</p> <p>f. Achieve resilience to the likely current and future effects of climate change, as described above, through: the site's distance from coastal and low lying areas susceptible to sea-level rise and storm surges; the land's resilience to heavy rainfall events/frequency, and the potential for building and landscape design to address increased mean temperatures or amplification of heat extremes.</p>
<p><i>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.</i></p>	<p>In order to be sufficient to meet expected demand for housing, development capacity must be: '<i>plan-enabled (see clause 3.4(1)); and infrastructure-ready (see clause 3.4(3)); and feasible and reasonably expected to be realised (see clause 3.26); and meet the expected demand plus the appropriate competitiveness margin (see clause 3.22)</i>'. Moreover, Policy 2 requires sufficient development capacity is provided '<i>at all times</i>' to '<i>at least</i>' meet expected demand over the short term, medium term, and long term.</p> <p>Based on the economic evidence, the Council is not meeting the requirements of Policy 2 to provide sufficient housing capacity.</p> <p>The proposed enablement of up to 2,100 households that can be readily serviced with infrastructure would be consistent with this policy (insofar that it enables more than what would be sufficient), would enhance Council's compliance with this policy, and would clearly not be inconsistent with the policy.</p>
<p><i>Policy 3: In relation to tier 1 urban environments, regional policy statements and district plans enable:</i></p> <p><i>(a) in city centre zones, building heights and density of urban form to realise as much development capacity as possible, to maximise benefits of intensification; and</i></p> <p><i>(b) in metropolitan centre zones, building heights and density of</i></p>	<p>In respect of the proposal Policy 3 relevantly seeks that district plans 'enable' 'building heights and density of urban form commensurate with the greater of: (i) the level of accessibility by existing or planned active or public transport to a range of commercial activities and community services; or (ii) relative demand for housing and business use in that location'. In this respect, demand for housing (as is addressed in response to NPS-UD policy 8 below and in the economic evidence) is the principal driver of the proposed density enabled by the proposed plan change.</p>

urban form to reflect demand for housing and business use in those locations, and in all cases building heights of at least 6 storeys; and

(c) ...in all other locations in the tier 1 urban environment, building heights and density of urban form commensurate with the greater of:

(i) the level of accessibility by existing or planned active or public transport to a range of commercial activities and community services; or

(ii) relative demand for housing and business use in that location.

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:

(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

c. the benefits of urban development that are consistent with well-functioning urban environments (as described in Policy 1)

d. any relevant contribution that will be made to meeting the requirements of this National Policy Statement to provide or realise development capacity

e. the likely current and future effects of climate change.

a. No RMA planning documents have yet given effect to this National Policy Statement in a way that can guide urban built form. However, it is relevant to note that the operative District Plan contemplates (rural-residential) intensification and development of the land (relative to its current rural use) through the operative Living 3 zoning.

b. The assessments supporting the Plan Change request and preceding evidence concludes that the proposal will not result in any significant effects on amenity values. However, to the extent that the appreciation of the status quo by some may be diminished by the proposal, this policy recognises the potential for change and that this is not necessarily an adverse effect.

c. The proposal will deliver the benefits of urban development that are consistent with well-functioning urban environments (as described above in respect of Policy 1)

d. The proposal will clearly contribute significantly to meeting the requirements of this National Policy Statement 'to provide or realise development capacity'.

e. As set out above for other NPS-UD objectives and policies, the proposal accounts for the likely current and future effects of climate change.

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.*

As set out above and in the economic evidence (and irrespective of the absence of criteria yet within the CRPS), the plan change will clearly add significantly to development capacity. And, as set out above, it will contribute to well-functioning urban environments. Accordingly, the policy supports a decision that is 'responsive' to the proposal, notwithstanding it being: unanticipated by RMA planning documents; or out-of-sequence with planned land release.

Clauses (a) and (b) of this policy are particularly relevant insofar that the proposal is unanticipated and/or out of sequence with land release, as contemplated by: the CRPS (including Change 1), Our Space, and/or the operative and proposed District Plans.

**ATTACHMENT 6: EXTRACTS OF THE SDC AND GCP CAPACITY
ASSESSMENTS REFERRING TO DARFIELD & LEESTON**

Identified Surplus and Shortfall

56. The following outlines the surplus or shortfall in the medium and long term, based on the 2021 Capacity Assessment.

	Medium	Total
Capacity	6,452	12,208 ²³
Demand	8,451	25,338
Surplus / Shortfall	-2,089	-13,130

Table 4: Surplus / Shortfall within Selwyn District

57. Capacity is calculated at the recent development densities, which is around 12hh/ha. The medium term shortfall can be met through the councils preferred response that is outlined in Our Space and the CRPS within the FUDA's, once re-zoned. Further response will come through the District Plan Review and potential intensification work.

Shortfall by Sub Area in the Medium Term

Sub Area	Capacity	Demand	Surplus / Shortfall
Rolleston	2,154	4,417	-2,263
Lincoln	1,461	1,774	-313
West Melton & Prebbleton	181	1,859	-1,678
Darfield & Leeston	2,656	491	2,165

Table 5: Surplus / Shortfall within Sub Areas in the Medium Term

58. The total shortfall in Rolleston, Lincoln, West Melton and Prebbleton is 4,254. This can be met by the FUDA area, some in Darfield & Leeston, and potential intensification work.

Shortfall by Sub Area in the Long Term

Sub Area	Capacity	Demand	Surplus / Shortfall
Rolleston	7,910	13,084	-5,174
Lincoln	1,461	5,267	-3,806
West Melton & Prebbleton	181	5,530	-5,349
Darfield & Leeston	2,656	1,457	1,199

Table 6: Surplus / Shortfall within Sub Areas in the Long Term

Table 1: Extract from Mr Ben Baird's memorandum appended to PC73 s42a report.

Figure 5: Selwyn District Capacity Assessment – Short, Medium and Long term

Sub areas - Urban zones only	Short (2021-23)	Medium (2023-30)	Long (2030+)
Rolleston	2,017	2,154	7,910
Lincoln	1,467	1,461	1,461
West Melton and Prebbleton	158	181	181
Darfield and Leeston	936	2,656	2,656
Urban Areas	4,578	6,452	12,208
Minor settlements and Rural	645	746	746
Total Selwyn District	5,223	7,198	12,954

Table 2: Extract from Formative Memorandum to SDC 08/07/2021 to inform GCP HDCA

Table 1: Urban Housing Sufficiency within Greater Christchurch in the Short Term (2021 – 2024)

Area	Feasible Capacity	Short term demand + 20% Margin	Surplus / Shortfall
Waimakariri	2,273	1,833	440
Christchurch	101,994	6,372	95,622
Selwyn	4,578	2,714	1,864
Total	108,845	10,919	97,926

Table 2: Urban Housing Sufficiency within Greater Christchurch in the Medium Term 2021 – 2031 – excluding Selwyn and Waimakariri Future Urban Development Areas

Area	Feasible Capacity	Medium term demand + 20% short term margin	Surplus / Shortfall
Waimakariri	2,273	5,410	-3,137
Christchurch	101,994	18,215	83,779
Selwyn	6,452	8,541	-2,089
Total	110,719	32,166	78,553

Table 4: Housing Urban Sufficiency within Greater Christchurch in the Long Term 2021-2051 including Selwyn and Waimakariri Future Urban Development Areas at 15hh/ha.

Area	Feasible Capacity + FUDA 12/12.5hh/ha	Feasible Capacity + FUDA 15hh/ha	Long term Demand + 15% long term margin	Long term Surplus / Shortfall @ 15hh/ha	Long term Surplus / Shortfall @ 12/12.5hh/ha
Waimakariri	12,192	13,642	13,059	583	-867
Christchurch	101,994	101,994	41,231	60,763	60,763
Selwyn	12,208	13,502	25,338	-11,836	-13,130
Total	126,394	129,138	79,628	48,344	46,766

Table 3: Extract from GCP HDCA 30/07/2021