

**BEFORE AN INDEPENDENT HEARINGS COMMISSIONER AT
SELWYN**

IN THE MATTER OF

Clause 21 of the First Schedule of
the Resource Management Act 1991
(Plan Change 75)

AND

IN THE MATTER OF

YOURSECTION LIMITED
(Applicant)

**SUMMARY OF EVIDENCE OF KERRY WATSON ON BEHALF OF
YOURSECTION LIMITED (CORPORATE)**

Dated: 3 November 2021

SUMMARY OF EVIDENCE OF KERRY WATSON:

- 1 My name is Kerry Watson. I summarise the key matters within my evidence and Selwyn District Council's Joint Officers Summary statement (dated 29th October 2021) as follows.
- 2 Over the past 6 to 12 months Rolleston land prices have risen sharply primarily due to the lack of titled and consented sections available for sale in the area. With examples of sections prices having increased by 90% in some instances.
- 3 In 2017 a related entity of Yoursection Ltd (GW Rolleston Ltd) purchased and developed 600 sections within ODP Area 11 known as Falcon's Landing. Falcon's Landing provides a mix of medium and low density sections ranging in size from 430m² to 900m². This variety of sizes and typologies has appealed to a wide range of purchasers, from first home buyers and young families to those looking to downsize.
- 4 The final stage of Falcon's Landing (currently under construction) includes an extension of Ed Hillary Drive, (the CRETS Collector Road) from the Acland Park subdivision. The completion of this portion of the CRETS Collector Road has in turn enabled the neighbour between Falcon's Landing and PC75 (being Lot 46 DP 547617 shown on Plan 1 of my evidence in chief) to develop their portion of CRETS Road (due for completion August 2022). This road will be further extended via PC75.
- 5 PC75 is a natural extension of the existing urban neighbourhood to the north being Falcon's Landing, Acland Park to the west and proposed PC78 to the south and south west. The proposed minimum density of 12hh/ha whilst higher than ODP Area 11 (which includes Falcon's Landing) is in keeping with other proposed Plan Changes in the area and will allow for a variety of section sizes and typologies.
- 6 Two pockets of medium density housing are proposed around a central reserve which will support a higher level of amenity for these houses and also assist with achieving this higher density.
- 7 The Officer's Sec 42a Report recommended a number of changes to the proposed ODP which have been carefully considered by Yoursection Ltd's experts and where appropriate the proposed ODP has been amended. Ms Seaton, Mr Metherell and Mr Compton-Moen address these matters in more detail within their evidence. From a developers perspective I make the following comments.
- 8 Lincoln Rolleston Road frontage upgrade – The upgrade work undertaken along Falcon's Landing Lincoln-Rolleston Road frontage will continue along PC75's Lincoln Rolleston Road frontage to provide a consistent visual street front. This will be further enhanced by the continuation of a 3m wide protective covenant being registered on all sections with access to Lincoln Rolleston Road (preventing structures, including fences from being built within this area) similar to what has been done at Falcon's Landing.

- 9 Lincoln Rolleston Road roundabout – As addressed in Mr Metherell’s evidence and in the Officer’s Report, a roundabout in this location will be for the benefit of the wider community, not just PC75. The design of a roundabout in this location will also impact the land on the eastern side of Lincoln Rolleston Road not currently proposed for residential use. This in turn could affect when a roundabout may be built in this location. Therefore labelling the roundabout on the ODP as “Future Roundabout” is appropriate in that it will ensure sufficient land is set aside within the PC75 area for a roundabout to be constructed at some point in the future, without necessarily requiring that the roundabout be built in the short term. Ms Seaton addresses the removal of the word “Possible” before “Future Roundabout” on the ODP, in her summary statement of evidence.
- 10 Cycle connections – It is my experience when creating extensions to existing transport networks, a change in design/layout from one development to another leads to confusion for the end user. Yoursection Ltd agree connections need to be created between existing and new subdivisions but that these should be consistent with what is already in existence for the CRETS Collector Road cycle connection. The ODP has been updated to clarify this, as per Ms Seaton’s summary statement of evidence.
- 11 The submission received from MON Group Ltd proposes a Neighbourhood Centre (NCZ) be located on the corner of the CRETS Collector Road and Lincoln Rolleston Road with three potential configurations. It is Yoursection Ltd’s opinion that option 1 (running parallel to Lincoln Rolleston Road) is a more desirable configuration as fewer residential sections will be impacted by the NCZ being on their northern boundary. The ODP has been updated to include the location of the Neighbourhood Centre, as per Ms Seaton’s summary statement of evidence.
- 12 The NPS-UD seeks to ensure projects demonstrate they are viable. As noted in Mr Bannock’s evidence, there is the ability within the existing infrastructure network to cater for PC75. Upgrades, should they be required are considered relatively minor such as pump upgrades etc. Furthermore, Yoursection Ltd have funding lines and the resources in place to progressively develop the site upon approval being received.
- 13 PC 75 will create approximately 280 sections in a market where supply is severely constrained. This number of sections is therefore considered significant and will in my opinion provide a level of competition.
- 14 I am happy to answer any questions concerning my evidence.

Dated: 3 November 2021

Kerry Watson