

## Appendix 13: Assessment of National Policy Statement on Urban Development

### Part 2: Objectives and policies

| NPS-UD Objectives and Policies  | Assessment   |
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| <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 development will provide for the future residential demand within the township of Prebbleton and contribute to a well-functioning urban environment through creating a connection between the urban extent of the township and the new Council Reserve in a location connected by multimodal transport infrastructure   |
| <i>Objective 2: Planning decisions improve housing affordability by supporting competitive land and development markets.</i>  | The proposed development will add additional residential capacity to an area in Selwyn which is currently experiencing supply and demand constraints.  |
| <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"> <li><i>(a) the area is in or near a centre zone or other area with many employment opportunities</i></li> <li><i>(b) the area is well-served by existing or planned public transport</i></li> <li><i>(c) there is high demand for housing or for business land in the area, relative to other areas within the urban environment.</i></li> </ul> | This application is seeking to amend the OSDP to enable for future residential capacity in an area serviced by public transport and where there is a high demand for housing.  |
| <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>   | The proposed plan change will enable urban expansion into an area currently underutilized under its current zoning and adjoining established rural residential use. It has been recognized in this application this will result in a change of amenity values currently experienced but will contribute to Selwyn District meeting the identified long-term shortfall of housing and provide diversity to future housing stock. This is also in response to the current demand for housing in Prebbleton which has exceeded capacity of existing strategic planning documents due to a number of variables including the Christchurch Earthquakes and the effects of the COVID 19 pandemic |
| <i>Objective 5: Planning decisions relating to urban environments, and Future Development Strategies, take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi)</i>   | This is a consideration for Council in the decision-making process. Notwithstanding this assessment of the proposed plan change against the relevant iwi management plan has been provided in this application   |
| <p><i>Objective 6: Local authority decisions on urban development that affect urban environments are:</i></p> <ul style="list-style-type: none"> <li><i>(a) integrated with infrastructure planning and funding decisions; and</i></li> <li><i>(b) strategic over the medium term and long term; and</i></li> </ul>   | It is considered the application site and its future development is strategic over the long-term given the constraints to future expansion areas for Prebbleton and would add significant development capacity. Inclusion of the application site for the future growth of Prebbleton would integrate with and support the investments made by   |



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| (c) responsive, particularly in relation to proposals that would supply significant development capacity.   | Council for the Birchs Road Reserve and would be responsive to the current and long-term demand for residential use in Prebbleton   |
| <i>Objective 7: Local authorities have robust and frequently updated information about their urban environments and use it to inform planning decisions.</i>  | As has previously been discussed the existing strategic planning documents for Prebbleton being the CRPS and the Prebbleton Structure Plan were prepared over 10 years ago and reflective of the environment at the time and do not accurately reflect the areas which have already been developed in order to assess available capacity remaining accurately This application has provided an assessment of both the demand and the current capacity of land for residential use in Prebbleton to assist in Council decision making.   |
| <i>Objective 8: New Zealand's urban environments:</i><br>(a) support reductions in greenhouse gas emissions; and<br>(b) are resilient to the current and future effects of climate change   | The application site is serviced by multimodal transport infrastructure, and this will be provided within the site to ensure viable active and alternative transport means, supporting a reduction in GHG emissions. The application site does not include any areas of high flood hazard risk and the potential flood risk identified has been recognized and provided for within this application (through use of Finished Floor Levels) to ensure resilience for future development and residential use of the site.   |
| <i>Policy 1: Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum:</i><br>(a) have or enable a variety of homes that:<br>(i) meet the needs, in terms of type, price, and location, of different households; and<br>(ii) enable Māori to express their cultural traditions and norms; and<br>b) have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and<br>(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<br>(d) support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and<br>(e) support reductions in greenhouse gas emissions; and<br>(f) are resilient to the likely current and future effects of climate change | The proposed development will enable a variety of allotment sizes provide for by the proposed Living MD Prebbleton zone, enabling a variety of homes and range of affordability to be provided for all community members.<br><br>Connectivity is provided within the site and to existing multimodal transport infrastructure, connecting the township to the new Council Reserve on the opposite side of Birchs Road and providing for neighbourhood scale commercial use.<br><br>The proposed development will support the competitive operation of land and the Prebbleton development market.<br><br>The application site is serviced by multimodal transport infrastructure, and this will be provided within the site to ensure viable active and alternative transport means and neighbourhood scale commercial use supporting a reduction in GHG emissions. This has been recognized and provided for within this application to ensure resilience for future development and residential/commercial use of the site. |
| <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>  | Currently Selwyn has an identified long term shortfall of 10,000 houses, the proposed development will assist in meeting this long-term demand.   |
| <i>Policy 3: In relation to tier 1 urban environments, regional policy statements and district plans enable:</i><br>(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  | Prebbleton is within Greater Christchurch and is therefore defined as a Tier 1 urban area. Prebbleton is not identified as a city centre or metropolitan zone, therefore these considerations are not applicable.<br><br>It is considered the proposed urban form of the ODP is commensurate with both level of accessibility and demand  |



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| <p>(b) <i>in metropolitan centre zones, building heights and density of 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 building heights of least 6 storeys within at least a walkable catchment of the following:</i></p> <ul style="list-style-type: none"> <li>(i) <i>existing and planned rapid transit stops</i></li> <li>(ii) <i>the edge of city centre zones</i></li> <li>(iii) <i>the edge of metropolitan centre zones; and</i></li> </ul> <p>(c) <i>in all other locations in the tier 1 urban environment, building heights and density</i></p> <p>(d) <i>of urban form commensurate with the greater of:</i></p> <ul style="list-style-type: none"> <li>(i) <i>the level of accessibility by existing or planned active or public transport to a range of commercial activities and community services; or</i></li> <li>(ii) <i>relative demand for housing and business use in that location.</i></li> </ul>  | <p>for housing in Prebbleton</p>  |
| <p><i>Policy 4: Regional policy statements and district plans applying to tier 1 urban environments modify the relevant building height or density requirements under Policy 3 only to the extent necessary (as specified in subpart 6) to accommodate a qualifying matter in that area</i></p>  | <p>This is not an applicable consideration for the proposed Plan Change.</p>  |
| <p><i>Policy 5: Regional policy statements and district plans applying to tier 2 and 3 urban environments enable heights and density of urban form commensurate with the greater of:</i></p> <ul style="list-style-type: none"> <li>(a) <i>the level of accessibility by existing or planned active or public transport to a range of commercial activities and community services; or</i></li> <li>(b) <i>relative demand for housing and business use in that location</i></li> </ul>  | <p>Prebbleton is within Greater Christchurch and is therefore defined as a Tier 1 urban area and these considerations are not applicable.</p>   |
| <p><i>Policy 6: When making planning decisions that affect urban environments, decision-makers have particular regard to the following matters:</i></p> <ul style="list-style-type: none"> <li>(a) <i>the planned urban built form anticipated by those RMA planning documents that have given effect to this National Policy Statement</i></li> <li>(b) <i>that the planned urban built form in those RMA planning documents may involve significant changes to an area, and those changes:</i> <ul style="list-style-type: none"> <li>(i) <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</i></li> <li>(ii) <i>are not, of themselves, an adverse effect</i></li> </ul> </li> <li>(c) <i>the benefits of urban development that are consistent with well-functioning urban environments (as described in Policy 1)</i></li> <li>(d) <i>any relevant contribution that will be made to meeting the requirements of this National Policy Statement to provide or realise development capacity</i></li> </ul> | <p>The application site is not currently identified by any lower order documents as part of the planned urban form for Prebbleton, as discussed previously this is due to the current CRPS not having been updated to reflect the requirements of the NPS-UD.</p> <p>It is anticipated the CRPS will be updated to reflect the requirements of the NPS-UD and that this will enable development which will be a catalyst for changing amenity values and enable the long-term shortfall of housing to be met in the Selwyn District.</p> <p>The proposed development will facilitate the expansion of Prebbleton in a direction not previously considered by higher order documents and provide a connection to recreation infrastructure recently invested in by Council. The proposed development will assist in realizing the development capacity required to meet the identified long-term shortfall for Selwyn.</p> <p>The likely effects of climate change with respect to flood risk have been identified and can be mitigated. In addition, the sites connection to existing active transport networks supports reduced car dependency</p> |



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| (e) the likely current and future effects of climate change  |  |
| Policy 7: Tier 1 and 2 local authorities set housing bottom lines for the short-medium term and the long term in their regional policy statements and district plans.  | Although Selwyn have recently updated this assessment it has not yet been reflected in either the CRPS or OSDP.  |
| <p>Policy 8: Local authority decisions affecting urban environments are responsive to plan changes that would add significantly to development capacity and contribute to well-functioning urban environments, even if the development capacity is:</p> <p>(a) unanticipated by RMA planning documents; or</p> <p>(b) out of sequence with planned land release</p>  | The application site is not currently anticipated as a future expansion area for Prebbleton in any RMA planning documents and could be considered out of sequence when compared to the other Plan Changes currently before Council, however it will add significant development capacity for Prebbleton and will be a quality well-functioning urban environment at the interface with the new Birchs Road Reserve.  |
| <p>Policy 9: Local authorities, in taking account of the principles of the Treaty of Waitangi (Te Tiriti o Waitangi) in relation to urban environments, must:</p> <p>(a) involve hapū and iwi in the preparation of RMA planning documents and any FDSs by undertaking effective consultation that is early, meaningful and, as far as practicable, in accordance with tikanga Māori; and</p> <p>(b) when preparing RMA planning documents and FDSs, take into account the values and aspirations of hapū and iwi for urban development; and</p> <p>(c) provide opportunities in appropriate circumstances for Māori involvement in decision-making on resource consents, designations, heritage orders, and water conservation orders, including in relation to sites of significance to Māori and</p> <p>(d) issues of cultural significance; and</p> <p>(e) operate in a way that is consistent with iwi participation legislation.</p> | The proposed plan change was provided to MKT concurrent with its original submission to Council and it is anticipated they will have a role in considering this proposal through the plan change process. Of particular advantage in the Selwyn District is the strong direction provided by the Iwi Management Plan which covers this site and provides guidance on matters relating to matters of cultural significance. The IMP has specifically been addressed and the values drawn from it embedded into the design |
| <p>Policy 10: Tier 1, 2, and 3 local authorities:</p> <p>(a) that share jurisdiction over urban environments work together when implementing this National Policy Statement; and</p> <p>(b) engage with providers of development infrastructure and additional infrastructure to achieve integrated land use and infrastructure planning; and</p> <p>(c) engage with the development sector to identify significant opportunities for urban development.</p>   | <p>Selwyn District Council is currently participating in an update to the Our Space strategic document for Greater Christchurch and the application site provides an opportunity to integrate land use with infrastructure development and provides for urban development for Prebbleton</p> <p>This proposal represents an opportunity for urban development, which integrates with existing infrastructure provision by SDC.</p>   |
| <p>Policy 11: In relation to car parking:</p> <p>(a) the district plans of tier 1, 2, and 3 territorial authorities do not set minimum car parking rate requirements, other than for accessible car parks; and</p> <p>(b) tier 1, 2, and 3 local authorities are strongly encouraged to manage effects associated with the supply and demand of car parking through comprehensive parking management plans</p>   | The proposed plan change has been designed taking into account Council's role in managing car parking effects, including access to alternative modes of transport, and integrating the development with existing non-vehicular modes such as existing walking and cycling paths  |