

Appendix 12A: Assessment of NPS-UD 2020 Policy 1 – Well Functioning Urban Environments (10/3/22) clean version

Brookside Road Re-zone Plan Change

Acronyms

CIAL: Christchurch International Airport Limited

FDS: Future development Strategy

NPS-UD 2020: National Policy Statement-Urban Development 2020

PSDP: Proposed Selwyn District Plan

CRPS: Canterbury Regional Policy Statement

NPS-UD Policy 1	Assessment
<p>(a) have or enable a variety of homes that:</p> <p>(i) meet the needs, in terms of type, price, and location, of different households; and</p> <p>(ii) enable Māori to express their cultural traditions and norms;</p>	<p>The plan change-supports a range of different housing typologies, including a minimum individual allotment size of 400m² and comprehensive residential development i.e. semi attached and attached built form typologies. The ODP has been designed to accommodate medium density housing, principally around the green spaces and green corridors, as outlined in the ODP narrative. There is also scope for other types of housing, including retirement housing and villages and social housing, subject to meeting the LMD Zone rule requirements. House and section prices in Rolleston are becoming expensive and the rezoning will generate varied and more affordable housing options in the locality.</p>
<p>(b) N/A business sectors</p>	
<p>(c) have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and</p>	<p>The Site has frontage to Dunns Crossing Road which provides access into the town centre, and Goulds Road offers an alternative route.</p> <p>It is expected public bus routes will be re-defined as Rolleston expands to provide public transport options closer to the Site. The Site is well positioned for the extension of existing PT services, and there is an existing bus stop at the northeastern end of the Site. It is also accessible to the Rolleston Park'n'Ride facilities at Foster Park and the town centre.</p> <p>The Site is in walking distance of Foster and Brookside Park.</p> <p>The Site has excellent accessibility to SH1 and the Midland Railway (and any future opportunities it may provide for alternative rail-based PT); and to the wide</p>

	<p>and rapidly growing range of employment opportunities on offer at Rolleston, the District's largest Key Activity Centre and focus for the widest range of support commercial and community services and facilities.</p> <p>Two local centres are proposed within the Site as B1 zones. They will be additional to the two on Dunns Crossing Road proposed as part of PC73. These will provide easily accessible convenience services for future residents of the plan change area.</p>
(d) support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and	<p>The demand for housing and land in Rolleston is largely ahead of the planning means to respond. This plan change will respond to the shortage of land for development at Rolleston.</p> <p>Insight Economics examined the likely demand and capacity in the short, medium and long term having corrected a number of what it considered to be faulty assumptions or inputs to the HBA analysis.</p> <p>Its conclusion at section 4.4 is that:</p> <p><i>Table 3 confirms that, when the Council's supply and demand estimates are revised to better reflect reality, that there are significant shortfalls across all three timeframes. Accordingly, additional supply needs to be identified and rezoned as soon as possible (despite the findings of the HBA). Otherwise, the likely prolonged supply shortfalls will place undue pressure on house prices, which undermines affordability and limits the district's strong growth potential.</i></p> <p>The FDAs at Rolleston have the capacity to deliver potentially 5756 sections, although not all parts are subject to rezoning submissions through the Proposed Selwyn District Plan or private plan changes. The additional rezoning sought will enable the sale of sections to end users but also larger blocks of rezoned land to other parties who are experienced development companies who prefer to purchase rezoned land as their expertise does not lie in the 'rezoning' process.</p>
(e) support reductions in greenhouse gas emissions; and	<p>The Site is part of a proposed West Rolleston growth area which will have its own local centres to provide easily accessible convenience. It has good accessibility as outlined under (c) above including by active and public transport modes. The ODP incorporates provision for multi-modal transport internally and to neighbouring areas. All these</p>

	<p>elements will support reductions in greenhouse gas emissions. In addition, it can be expected that with time transport related emissions will reduce with the take up of electric vehicles and greater use of PT services as they improve due to greater economies of scale arising from the larger Rolleston population to support them. Methane emissions associated with existing dairy run off farming will end once the land is developed for urban purposes.</p>
<p>(f) are resilient to the likely current and future effects of climate change</p>	<p>The Site is an inland site away from major rivers. It is not at risk from climate change induced extreme natural hazard events like sea level rise, or river flooding.</p>