

Private Plan Change Request – Large Format Retail Zone – 157 Levi Road, Rolleston

Foodstuffs (South Island) Properties Limited

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Private Plan Change Request

Under Clause 21 of the First Schedule of the Resource Management Act 1991

TO:	Selwyn District Council 2 Norman Kirk Drive Rolleston 7643
WE:	Foodstuffs (South Island) Properties Limited requests changes to the Partially Operative Selwyn District Plan pursuant to Section 73(2) and Part 2 Clauses 21(1) and 22 of the First Schedule to the Resource Management Act 1991 as detailed below.
LOCATION:	157 Levi Road, Rolleston, being approximately 7.3ha of land located on the eastern side of the intersection of Levi Road and Lincoln Rolleston Road and legally described as Lot 1 DP 579376 held in Record of Title 1076818 (the Site).
OWNER:	Foodstuffs (South Island) Properties Limited
PROPOSED CHANGES	<p>The Proposed Plan Change seeks changes to the Partially Operative Selwyn District Plan as follows:</p> <ol style="list-style-type: none">1. Amend the planning maps to rezone the Site from Medium Density Residential Zone to Large Format Retail Zone;2. Amend the Large Format Retail Zone provisions relative to the Site;3. Insert a new Outline Development Plan Area to replace DEV-RO1 - Rolleston 1 Development Area applicable to the Site; and4. Any other consequential changes including but not limited to renumbering of provisions and District Plan maps as appropriate.
FOURTH SCHEDULE:	We enclose, taking into account Clauses 6 and 7 of the Fourth Schedule of the Resource Management Act 1991, an Assessment of Environmental Effects in the detail that corresponds with the scale and significance of the effects that the proposed changes may have on the environment in accordance with Clause 22(2).



(Signature of applicant or person authorised to sign on behalf of applicant).
Dated at Christchurch this 24th day of September 2024.

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Executive Summary

Foodstuffs (South Island) Properties Limited (**Foodstuffs**) request a change to the Partially Operative Selwyn District Plan (**PODP**) to rezone approximately 7.3 hectares of land at 157 Levi Road (**the Site**), Rolleston from Medium Density Residential Zone (**MRZ**) to Large Formal Retail Zone (**LFRZ**).

The Site is located at the southeast corner of the intersection of Levi Road and Lincoln Rolleston Road, approximately 500m south-east of the Rolleston town centre. The Site is bound by Levi Road to the north and Lincoln Rolleston Road to the west (both arterial roads and part of the Strategic Transport Network) and undeveloped MRZ land to the east.

Foodstuffs are in the process of giving effect to Resource Consent RC216016, obtained for the Site, which authorises the development and operation of a PAK'nSAVE supermarket, with associated carparking, signage and landscaping, on the northern part of the Site. The balance of the Site will be used for the establishment of a trade retail / trade supply store.

This Private Plan Change (**PPC**) undertakes the following changes to the PODP:

- rezone the Site from MRZ to LFRZ;
- implement a new Outline Development Plan (**ODP**) to guide future development requirements for the Site;
- refine a number of provisions under the PODP to incorporate the LFRZ (Lincoln-Rolleston Road) Precinct (**LFRZ PREC13**).

The analysis set out in this report fulfils the statutory requirements of the Resource Management Act 1991 (**RMA**) for consideration of a private plan change request, in particular the provisions of Sections 32, 74 and 75 of the RMA. This report is the culmination of several technical assessments that have been commissioned to analyse a range of issues and to investigate the effects of the proposed rezoning, with these attached as appendices.

This report and supporting technical assessments demonstrate that the proposed rezoning is more appropriate for the Site than the existing zoning and is consistent with the National Policy Statement on Urban Development 2020 (**NPS-UD**). The outcomes sought by the NPS-UD will be achieved, as:

- The PPC will add to development capacity in Rolleston, specifically for trade retail and trade supplier activity, that is responsive to the growth of the Rolleston urban environment. It acknowledges and provides the opportunity to directly respond to the pressing shortage of hardware, building, and garden retail supply in the Selwyn District, noting that the rezoning results in a 38% increase in LFRZ supply in the District (Objective 3; Objective 4; Objective 6(c); Policy 1(b); Policy 8).
- The enablement of much-needed large format retail business land will enable people and local communities to provide for their social and economic well-being, and for their health and safety through enhanced choice in land supply for business (Objective 1).
- Future development on the Site will be guided by the proposed ODP and controlled by the existing provisions of the PODP and as proposed to be amended, ensuring future development on the Site achieves a standard of amenity not otherwise provided for by the LFRZ where adjoining MRZ land. Accordingly, the PPC will ensure future development on the Site contributes to a well-functioning urban environment (Policy 6(b); Policy 6(c); Policy 8).
- The Site is located within walkable distance of the Rolleston Town Centre Zone (**TCZ**). Furthermore, the rezoning will enable the development of a trade retail and trade supplier activity that is compatible with the consented commercial nature of the Site, and commensurate with the amenity of the surrounding residential environment and level of commercial activity in the Rolleston TCZ (Objective 3(a); Policy 3(d)).
- Co-location of a trade retail / trade supply store with the consented PAK'nSAVE provides for consolidation of complementary business activities, meeting the needs of the local community (Objective 3).
- There is adequate existing and planned infrastructure to support the wider transport needs of development of the Site. The proposed ODP provides for connections to the existing transport network in

locations that support safe and efficient integration of the Site with the adjacent roading network (Objective 6(a); Policy 1(c)).

- The rezoning will provide for reduction in greenhouse gas emissions by reducing the need for Selwyn residents to travel to Christchurch to access trade retail and trade supplier activities (Policy 1(d)).
- The Site's resilience to effects of climate change, in particular flooding risk, can be addressed at the time of resource consent (Policy 1(e); Policy 6(e)).
- The rezoning of the Site will lead to only a very small loss of housing development capacity in the context of the District's supply (Policy 2; Policy 6(d)).

It is considered that the environmental effects resulting from the implementation of the PPC are acceptable and can be appropriately managed and addressed at the time of resource consent.

Furthermore, the PPC accords with the sustainable management principles outlined in Part 2 of the RMA and satisfies Section 32 of the RMA. The PPC is considered the most appropriate, efficient and effective means in terms of achieving the purpose of the RMA. Furthermore, the methods proposed to implement the PPC are assessed as the most appropriate way to achieve the objective, being the purpose, of the PPC.

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1 Introduction

1.1 Overview

This report has been prepared to support a private plan change, requested under Clause 21 of Schedule 1 of the RMA. This report forms the Section 32 evaluation of the PPC. It provides the information necessary for a full understanding of the PPC and contains a description of any actual or potential effects the PPC will have on the environment.

An overview of the suite of documents that accompany this report, and form part of the PPC is set out in **Table 1-1** below.

Table 1-1 Overview of Application Documents

Plan Change Request	
Appendix A	Indicative Mitre 10 Concept Site Plan
Appendix B	Record of Title
Appendix C	Location Plan
Appendix D	RC216016 Decision and Approved Plans
Appendix E	Proposed Planning Map Changes
Appendix F	Proposed Outline Development Plan
Appendix G	Proposed Amendments to PODP Provisions
Appendix H	Economic Assessment
Appendix I	Landscape and Visual Assessment
Appendix J	Urban Design and Visual Impact Assessment
Appendix K	Integrated Transport Assessment
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1.2 Purpose of the Plan Change Request

The purpose of the PPC is to re-zone the Site to reflect the consented and future use of the Site, being a PAK'nSAVE supermarket on the northern part of the Site and a complementary trade retail and trade supply activity on the southern part of the Site. The LFRZ is considered as the most appropriate zone, subject to site-specific refinements to the LFRZ provisions and a new ODP to ensure an integrated approach to development and connectivity with the existing and evolving urban area. The PPC will add to business development capacity in the Selwyn District whilst providing for amenity and urban form that is compatible with the surrounding environment.

1.3 Reasons for the Plan Change Request

The reasons for the PPC are outlined below.

- The proposed rezoning is appropriate and will achieve sustainable growth and development of Rolleston and meet the requirements of the NPS-UD.

- The proposed rezoning recognises the consented environment on the northern part of the Site that is in the process of being implemented.
- The Site is a logical location for a large trade retail and trade supplier activity which services the Rolleston community, because it:
 - will not impact the function, role and vitality of the Rolleston Town Centre;
 - it is an activity that is anticipated in the TCZ but there is insufficient available land area to accommodate it;
 - provides a highly visible and easily accessible location on an arterial road near the bulk of future growth and hence building activity;
 - is highly accessible by multiple transport modes;
 - is located within a walking catchment of a TCZ and within a growing residential catchment, which together help form a strong customer base;
 - is large enough to accommodate trade retail and trade supply activity with large floor or yard areas;
 - is relatively flat, free of contamination and is of a suitable shape;
 - creates potential for synergies with the consented PAK'nSAVE; and
 - can be developed in a financially viable manner.
- The PPC will provide for additional land capacity for a large format trade retail and trade supplier activity that is responsive to the growth of the Rolleston urban environment. In particular, it acknowledges and provides the opportunity to directly respond to the pressing shortage of hardware, building, and garden retail supply in the Selwyn District.
- As concluded in the Economic Assessment (**Appendix H**), a trade retail and trade supplier development as would be enabled by the rezoning would result in:
 - the economic stimulus of store construction and operation, with 65 full-time workers permanently employed over the long term; and
 - reducing commuting compared to the status quo, where nearly all district hardware, building, garden retail needs are currently met in Christchurch City.
- Any adverse effects on the environment arising from the PPC will be appropriately managed by the application of the proposed amendments and the subsequent resource consent process. Development will occur in accordance with a carefully thought out ODP, with appropriate scale buildings and positioning to ensure a high amenity outcome is achieved for the Site, surrounding residential neighbours and the wider Rolleston township.
- There is no additional cost to the Council in rezoning the Site as it is assessed that there is sufficient infrastructure capacity in the area to service the intended and future use of the Site.
- The PPC is consistent with relevant provisions of all relevant statutory documents, as discussed in **Sections 6 and 8** of this report.
- The rezoning is consistent with and the most appropriate, efficient and effective means of achieving the purpose of the RMA, as discussed in **Section 8** of this report.

1.4 Background to this Plan Change Request

Foodstuffs made a submission (Sub #: V1-0111) on the Selwyn District Council's (**SDC**) Intensification Planning Instrument, otherwise known as Variation 1 to the proposed Selwyn District Plan (**PSDP**) which sought similar zoning and development outcomes as this PPC. Foodstuffs' submission was determined by the decision-making Panel as being 'out of scope' of Variation 1, and as a consequence the Panel did not proceed to consider the merits of the submission.

As the subject matter has not been considered in the last two years, it is appropriate for this PPC to be accepted and considered against the PODP.

1.4.1 Potential Mitre 10 Development

Foodstuffs have committed to sell the balance of the Site to Smiths Hardware Limited, who intend to establish a Mitre 10 adjacent to the PAK'nSAVE Supermarket. An Indicative Concept Plan is attached at **Appendix A**, to show how a Mitre 10, or similar large format trade retail store, would likely establish on the Site. This has been included simply to show a realistic 'indicative' development outcome of a Mitre 10 store that responds to the size / shape of the Site. The Indicative Concept Plan shows approximately 4,000 m² of trade retail, 2,000 m² of garden centre, 2,300 m² of building supplies drive-through and car parking, and yard area for building and landscaping supplies.

Smiths Hardware Limited describe their development intention for the Site as a Mitre 10 store (as opposed to a Mitre 10 MEGA), that will work alongside the MEGA Hornby store in a 'hub and spoke' model, with Hornby being the hub (or full offer store) and Rolleston being the spoke. The proposed store on the Site will have a retail customer focus and will be able to provide the local market with everything required for projects around the home, while being mindful that customers will be prepared to drive to nearby stores for larger purchases when advantageous. The store is proposed to have a very strong garden offer, featuring a large outdoor garden area, with a focus on bulk plantings and a strong range of garden décor. The comparatively oversized retail hall would allow for a full range of products with a more locally curated range than the Hornby store.

A large children's play area would be installed, recognising the catchment comprises many new houses with young families. Extended or more specialized products would be transferred from MEGA Hornby to serve Click and Collect or special orders. The retail hall would include a large Click and Collect area at the front of the store, as this function is crucial for the hub and spoke model to work well. The drive thru would be appropriately sized for a Mitre 10 store, being able to supply a full creditable offer for the trade and serious DIY'er. Larger trade orders would be supplied from their off-site trade warehouse, nine minutes away in Hornby. The trade functions of the store, including all the non-customer facing functions, would be run from MEGA Hornby.

In terms of trade activity, the Rolleston store is expected to be similar to Mitre 10 Beckenham, where trade sales are mainly to sole traders and as a secondary supply to the tradesperson working in the area in need of a few products. Mitre 10 Beckenham has trade sales of approximately 10% of its total, compared to MEGA Hornby which is closer to 35-40% trade sales as a percentage of the total.

2 Statutory Requirements of the Act

This section sets out the relevant framework of the RMA under which the PPC request is made, with the subsequent sections then providing the relevant assessment of each part of the framework.

Section 73(2) of the RMA provides that: *'Any person may request a territorial authority to change a district plan, and the plan may be changed in the manner set out in Part 2 or 5 of Schedule 1'*.

Part 5 of Schedule 1 is not relevant to this PPC as it relates to the use of the 'streamlined planning process', which is not proposed in this instance.

Part 2 of Schedule 1 relates to request for changes to plans of local authorities. Clause 21(1) re-states that any person may request a change to a district plan. Clause 22 of Part 2 of Schedule 1 states:

- (1) *A request made under clause 21 shall be made to the appropriate local authority in writing and shall explain the purpose of, and reasons for, the proposed plan or change to a policy statement or plan and contain an evaluation report prepared in accordance with section 32 for the proposed plan or change.*
- (2) *Where environmental effects are anticipated, the request shall describe those effects, taking into account clauses 6 and 7 of Schedule 4, in such detail as corresponds with the scale and significance of the actual or potential environmental effects anticipated from the implementation of the change, policy statement, or plan.*

The purpose of and reasons for this PPC are set out in **Sections 1.2 and 1.3** of this report respectively. The evaluation report prepared in accordance with Section 32 of the RMA is set out in **Section 6** of this report. An Assessment of Environmental Effects (**AEE**) anticipated by the implementation of the PPC is set out in **Section 5** of this document.

Sections 74 and 75 of the RMA also set out legal obligations when changing a district plan. As required by these sections, the PPC must specifically be in accordance with, give effect to, not be inconsistent with, take into account, or have regard to the specified documents / provisions. Consideration of these documents is set out in further detail in **Section 8** of this report.

3 The Site and Surrounding Environment

3.1 Description of the Site

The Site encompasses 7.3 ha of land located at the southeastern corner of the intersection of Lincoln-Rolleston Road and Levi Road, and approximately 500m south-east of the Rolleston Town Centre (**Figure 1**). The Site is legally described as Lot 1 DP 579376, as comprised in Record of Title 1076818, attached as **Appendix B**. A location plan is included as **Appendix C**.



Figure 1 The Site and Locality

Source: GRIP Maps

The triangular shaped land is bound by Levi Road to the north and Lincoln-Rolleston Road to the west. Both Levi Road and Lincoln Rolleston Road are classified as arterial roads, and form part of the Strategic Transport Network under the PODP. Levi Road provides a primary connection between Rolleston and the Christchurch Southern Motorway. Lincoln Rolleston Road connects to Selwyn Road at its southern end providing an alternative route between Rolleston and Christchurch.

The Site is currently undeveloped farmland and is located on the south-eastern edge of the established urban area of Rolleston. There is an existing dwelling and several accessory buildings (sheds) situated in the northern portion of the Site. The Site is screened by shelterbelt plantings along its road frontages up to 6 m in height. Internal to the Site's shelterbelts, and mostly concealed from the adjacent arterial roads, are open pastoral paddocks that have been used for stock grazing and hay bailing.

In terms of local context, the Site and its immediate surroundings are currently undergoing considerable change in character. The state of the environment is set to change because of the mixed residential character anticipated under the recent MRZ zoning, along with the existing consented environment, which will see a new supermarket development in the northern part of the Site, as discussed further in **section 3.2** below.

3.2 Consented PAK'nSAVE Development

Resource Consent RC216016 authorises the development and operation of a PAK'nSAVE supermarket, with associated carparking, signage and landscaping, on the northern part of the Site, as illustrated in **Figure 2**. The supermarket has a building footprint of approximately 7,232 m² with a gross floor area of approximately 8,108 m² and a maximum height of approximately 12.5 m above existing ground level. A total of five vehicle

access points will be provided for as part of the development (three off Lincoln Rolleston Road; and, two off Levi Road)

Foodstuffs is in the process of giving effect to RC216016. When assessing the effects of the PPC, RC216016 provides the consented baseline for the Site and its surrounds.

A copy of RC216016 and Approved Plans is provided for reference at **Appendix D**.

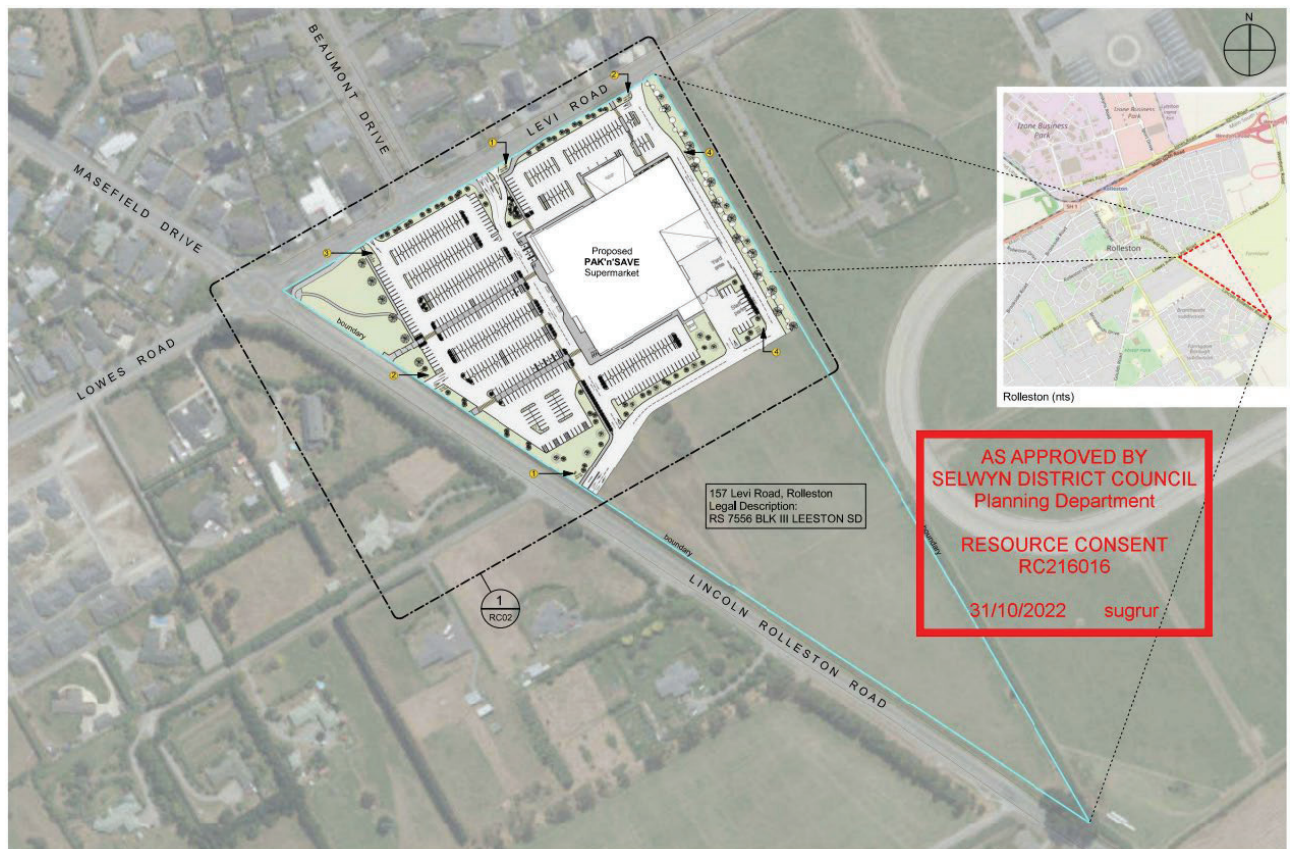


Figure 2 Consented PAK'nSAVE, RC216016

3.3 Description of the Surrounding Environment

The surrounding environment is characterised by a mix of low-density residential housing with typically single-storey residential typologies, semi-rural lifestyle blocks and limited rural land used for equine purposes. Land to the north, west and south of the Site has been developed as residential areas. The residential development to the west and south is predominantly low density with large open spaces surrounding each dwelling. Current development of 333 Lincoln Rolleston Road and 341 Lincoln Rolleston Road, opposite the Site, create 16 residential sections. Land immediately east of the Site has been zoned MRZ through the PODP, so while currently presenting as rural land will in time be developed for residential purposes in accordance with its underlying zoning.

The Rolleston Town Centre is located within walking distance, approximately 500 m north-west of the Site on Masefield Drive and comprises of commercial and community activities typical of a town centre, including large format retailing (e.g. the Warehouse, New World Rolleston, Countdown, Noel Leeming), finer-grain retailing, health facilities, library and SDC offices. The Town Centre is classified as a Key Activity Centre (**KAC**), defined under the Canterbury Regional Policy Statement (**CRPS**) as “*key existing and proposed commercial centres identified as focal points for employment, community activities, and the transport network; and which are suitable for more intensive mixed-use development.*”

3.4 Transport Environment

*The following is a summary of the existing transport network and environment detailed in the Integrated Transport Assessment by Stantec, contained in **Appendix K**.*

As stated in **Section 3.1** above, the Site is bound by two arterial roads which have an important function in the Rolleston transport network. An arterial road is defined in the PODP as a road that connects areas of district importance not already provided by State Highways. Arterial roads connect the districts townships and other important places and activities together, including across district boundaries.

Lincoln Rolleston Road is a two-lane two-way road located on the western frontage of the Site. Adjacent to the Site the road has a rural formation on the eastern side and operates at 60 km/h speed limit. There is a shared cycle / footpath on the western side of the road, which forms part of the 9 km long Rolleston to Lincoln cycleway. Further south, where residential development has occurred on the western side of Lincoln Rolleston Road, the road is formed to an urban standard next to residential developments, and includes kerb and channel, a parking lane and a shared pedestrian / cycle path.

Levi Road is a two-lane two-way road located on the northern frontage of the Site. The speed limit along the Site frontage is 50 km/hr. Levi Road is a key connection between the Rolleston township and SH1 Christchurch Southern Motorway (via Weedons Road) for travel to and from Christchurch and further north. The northern side of Levi Road has residential development accessing the road directly, with urban infrastructure including footpath and kerb and channel, and the southern (Site) side has a rural berm.

Levi Road and Lincoln Rolleston Road currently intersect at a single lane roundabout which also connects with Masfield Drive and Lowes Road. This roundabout is scheduled to be upgraded by SDC to a signalised intersection. The upgrade will help address existing queueing that occurs in the evening peak on Levi Road, and support safe movement across the arterial intersection by those walking and cycling.

The Site is well serviced by existing public transport. There are three public bus services which operate within Rolleston, namely Route 5 (Rolleston/New Brighton), Route 85 (Rolleston/City Direct) and Route 820 (Burnham/Lincoln via Rolleston). The Route 5 bus service operates nearest to the Site with the route passing the Levi Road / Lincoln Rolleston Road roundabout.

Table 3-1 below sets out the traffic volumes recorded on roads in the vicinity of the Site. The traffic volumes are not significantly large for urban arterial roads. However, traffic volumes in Rolleston are changing reasonably rapidly as significant development has occurred since the traffic counts were carried out. Current observations indicate that some long, slow-moving queueing occurs on the eastern Levi Road approach to the Levi Road / Lincoln Rolleston Road roundabout intersection during the evening peak period.

Table 3-1 Existing Traffic Volumes (source: SDC)

Road	Location	Average Traffic Volumes (vpd)	Date
Levi Road	East of Beaumont Drive	9,300	August 2022
Lincoln Rolleston Road	South of Levi Road	4,400	September 2022
Masfield Drive	North of Levi Road	6,700	September 2022
Lowes Road	East of Springston Rolleston Road	4,300d	August 2020

Road crash records in the vicinity of the Site for the most recent 5-year period of September 2018 – September 2023 identify a total of 10 crashes with five minor injury and five non-injury, six of which occurred at the Levi Road / Lincoln Rolleston Road roundabout, noting that significant upgrades are proposed at this roundabout.

3.5 Ground Conditions

Descriptions of the ground conditions of the Site in relation to geology and hydrogeology (geotechnical), soil contamination and flooding were provided in the resource consent application for the PAK'nSAVE. No physical work has been undertaken that has altered the ground conditions of the Site since RC216016 was

granted. The descriptions that were provided in the consent application, where relevant, are adopted in this report for the purpose of providing context of the ground conditions at the Site.

Flooding

The Site is subject to the Plains Flood Management Overlay under the PODP, which identifies areas where flooding from a 200-year Average Recurrence Interval (ARI) flood event needs to be managed. **Figure 3** shows 1:200-year event flood modelling through the Site, as modelled by Environment Canterbury (ECan).

Modelling shows that during the 1:200 year flood, stormwater from Beaumont Drive to the north of the Site cuts across Levi Road and into the Site. An overland flow path of 200mm – 400mm deep crosses the Site.



Figure 3 Flood Hazard Map for the 0.5% AEP (1:200 year) flood event

Source: Canterbury Flood Model Results (canterburymaps.govt.nz)

The Hazards and Risks overlays which apply to the Site under the PODP are the 'Plains Flood Management Overlay' and the 'Liquefaction Damage Unlikely Overlay' (**Figure 4**). The 'Plains Flood Management Overlay' identifies areas where flooding from a 200-year ARI flood event needs to be managed. The 'Liquefaction Damage Unlikely Overlay' identifies areas within the Selwyn District where damaging liquefaction is unlikely to occur following an earthquake. Matters relating to the Hazards and Risk overlays can be addressed at the time of a specific development proposal following rezoning.

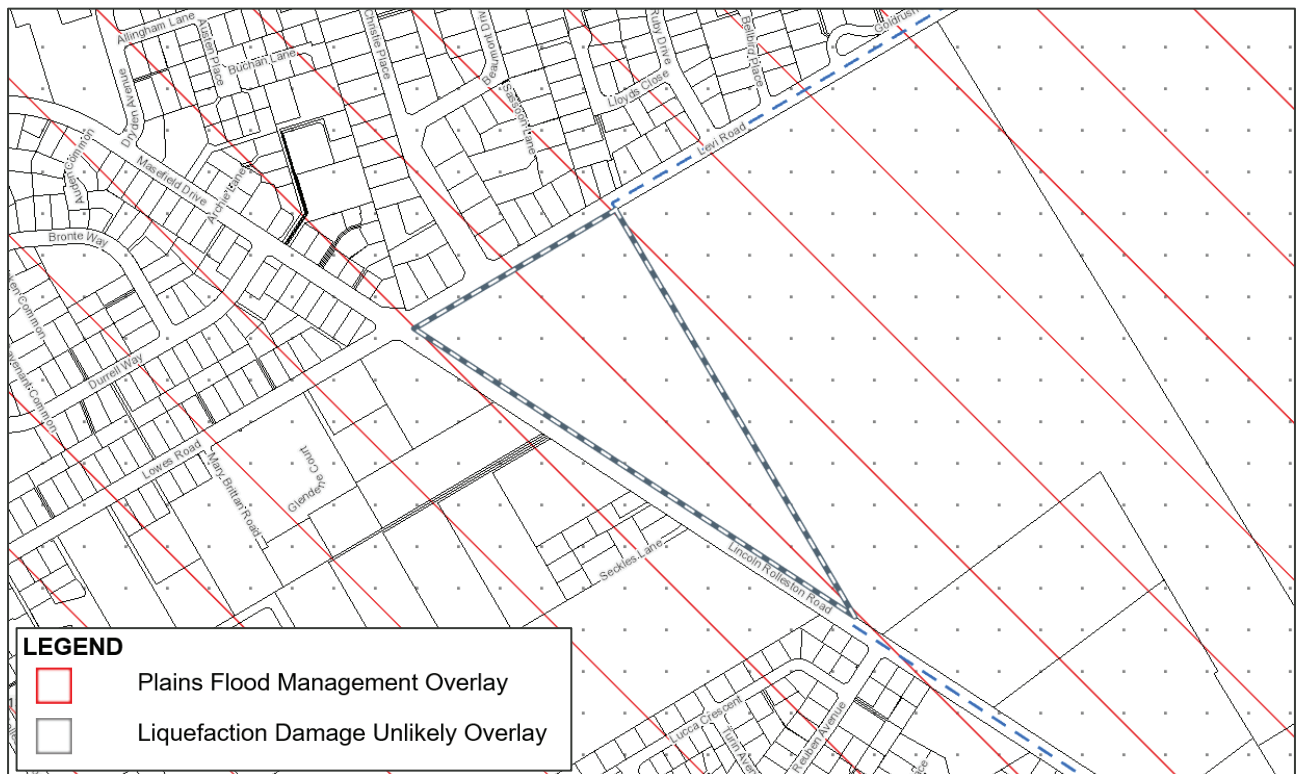


Figure 4 Hazards and Risks Overlays

Source: Selwyn District Council

Geotech

Based on the geotechnical desktop assessment that supported the PAK'nSAVE consent application, the ground conditions at the Site are likely to comprise surficial topsoil overlying a crust of interbedded silts and sands. These surficial layers are likely to be underlain by gravelly soils to significant depths in the order of hundreds of meters. Whilst accurate groundwater information is not available, it is considered the depth to groundwater is likely to exceed 10 m below ground level.

Geotechnical matters with respect to the Site are able to be addressed in further detail at the time of a specific development proposal following rezoning.

Soil Contamination

Based on a Preliminary Site Investigation (**PSI**) provided in support of the PAK'nSAVE consent application, there is no information to suggest that any Hazardous Activities and Industries List (**HAIL**) activities have occurred at the Site. However, it is the recommendation of the PSI that soil sampling be undertaken prior to earthworks occurring on the Site, which was carried through as a condition of consent on RC216016.

As was the case with RC216016, matters relating to soil contamination will be addressed in greater detail at the time of a specific development proposal on the balance of the Site, following rezoning.

4 Private Plan Change Request

4.1 Current Planning Zone and Overlays

At present Selwyn has two district plans, namely:

- Partially Operative District Plan; and,
- Selwyn District Plan (**SDP**).

The SDP is being replaced by the PODP following notification of decisions on the PSDP on 19 August 2023.

A number of provisions under the PODP are still subject to appeal. The provisions of the PODP in respect to the Site or in respect to the LFRZ that are relevant to this PPC are understood to have legal effect and are not subject to appeal. The provisions that have been appealed are not operative under Section 86F of the RMA, however they still have legal effect. The PODP will become fully operative and replace the SDP following completion of the appeal process.

The following subsections describe the zoning and planning overlays applicable to the Site under the PODP. The SDP provisions which relate to the Site are not addressed as they are no longer relevant for the purposes of this PPC.

4.1.1 Partially Operative District Plan

As shown in **Figure 5**, an extract from SDC Online Planning Maps, the Site is zoned MRZ under the PODP and within the Township boundary. The MRZ seeks *“to provide areas for a higher density of residential development than elsewhere in the district. The zone will provide for a range of housing typologies to meet the diverse needs of the community. Detached, semi-detached and terraced housing and low rise apartments are anticipated in the zone, provided the design achieves high-quality on-site amenity for future residents.”* The PODP MRZ provisions are in response to the directive in the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 that land with an existing residential zoning be subject to medium density residential standards (**MDRS**). MDRS enables up to three dwellings on a site, each being up to three storeys with little separation from site boundaries, without needing to apply for a resource consent (subject to all other rules and standards being complied with).

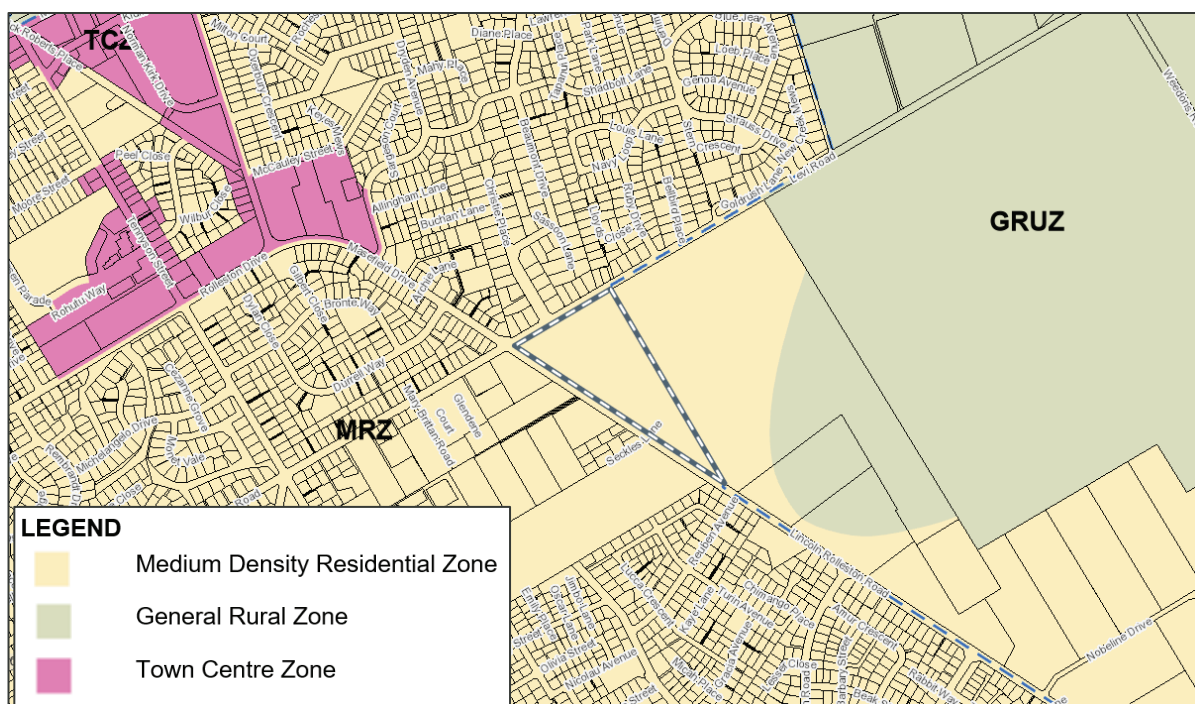


Figure 5 PODP zoning of the Site

Source: Selwyn District Council

The Rolleston 1 Development Area DEV-RO1 sets out the ODP for the Site (**Figure 6**). The Development Area comprises the entirety of the Site and provides for low-medium-density residential development across the Site, setback from Levi Road and Lincoln Rolleston Road. The ODP provides a loop road with access restricted to two connection points on Lincoln Rolleston Road. The ODP also provides for future development of a new primary road link crossing in the southern part of the Development Area to connect up with land located immediately east, which is subject to Development Area provision DEV-RO12. The ODP also indicates a neighbourhood park centrally located within the Site.



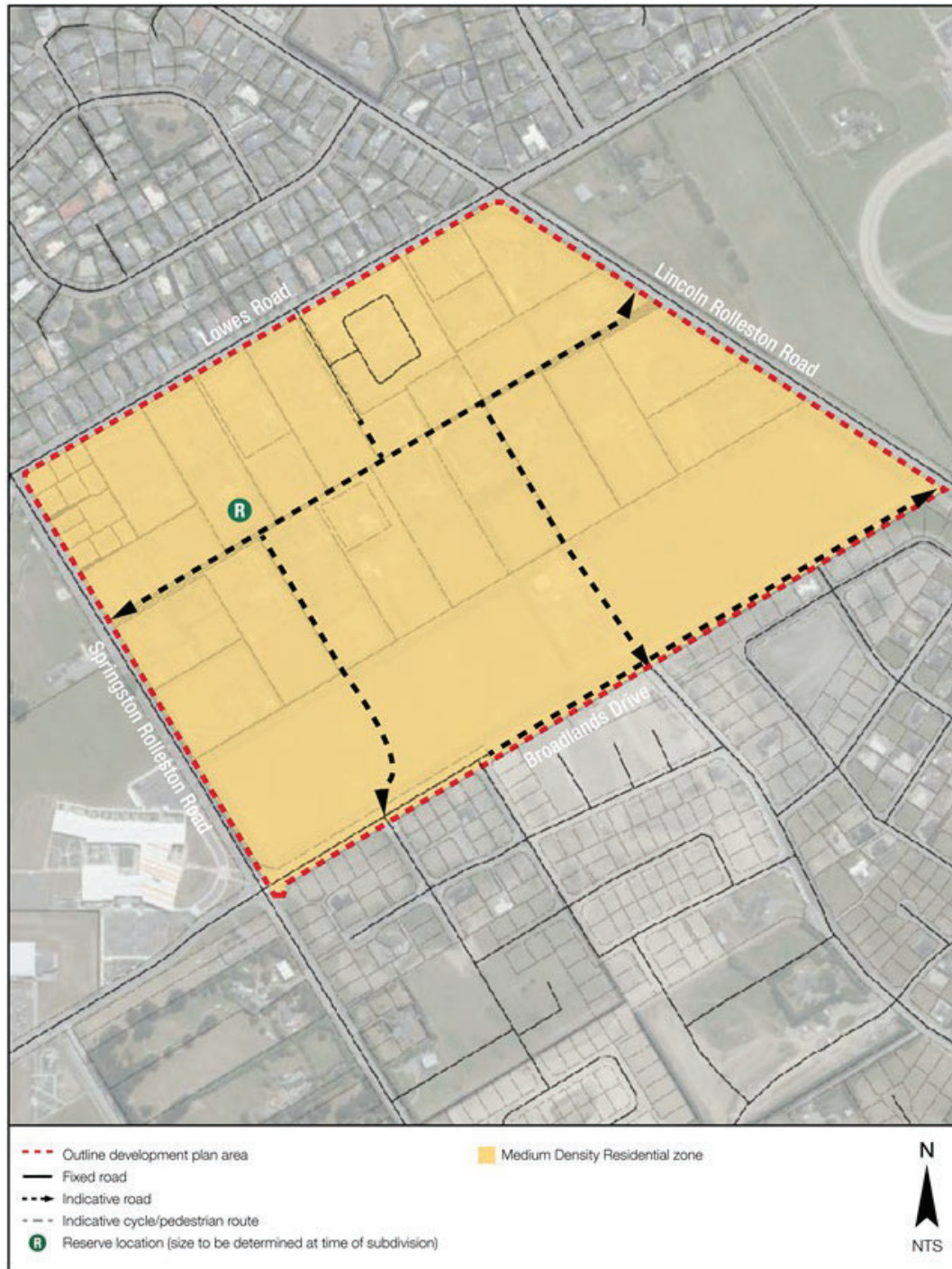
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Figure 6 DEV-RO1 – Rolleston 1 Development Area

Source: Selwyn District Council

Under the PODP, land located immediately west is zoned MRZ and subject to Development Area provision DEV-RO2 (**Figure 7**), while land immediately east is also zoned MRZ and subject to Development Area provision DEV-RO12 (**Figure 8**).



Cadastral information derived from Land Information
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Figure 7 DEV-RO2 – Rolleston 2 Development Area

Source: Selwyn District Council

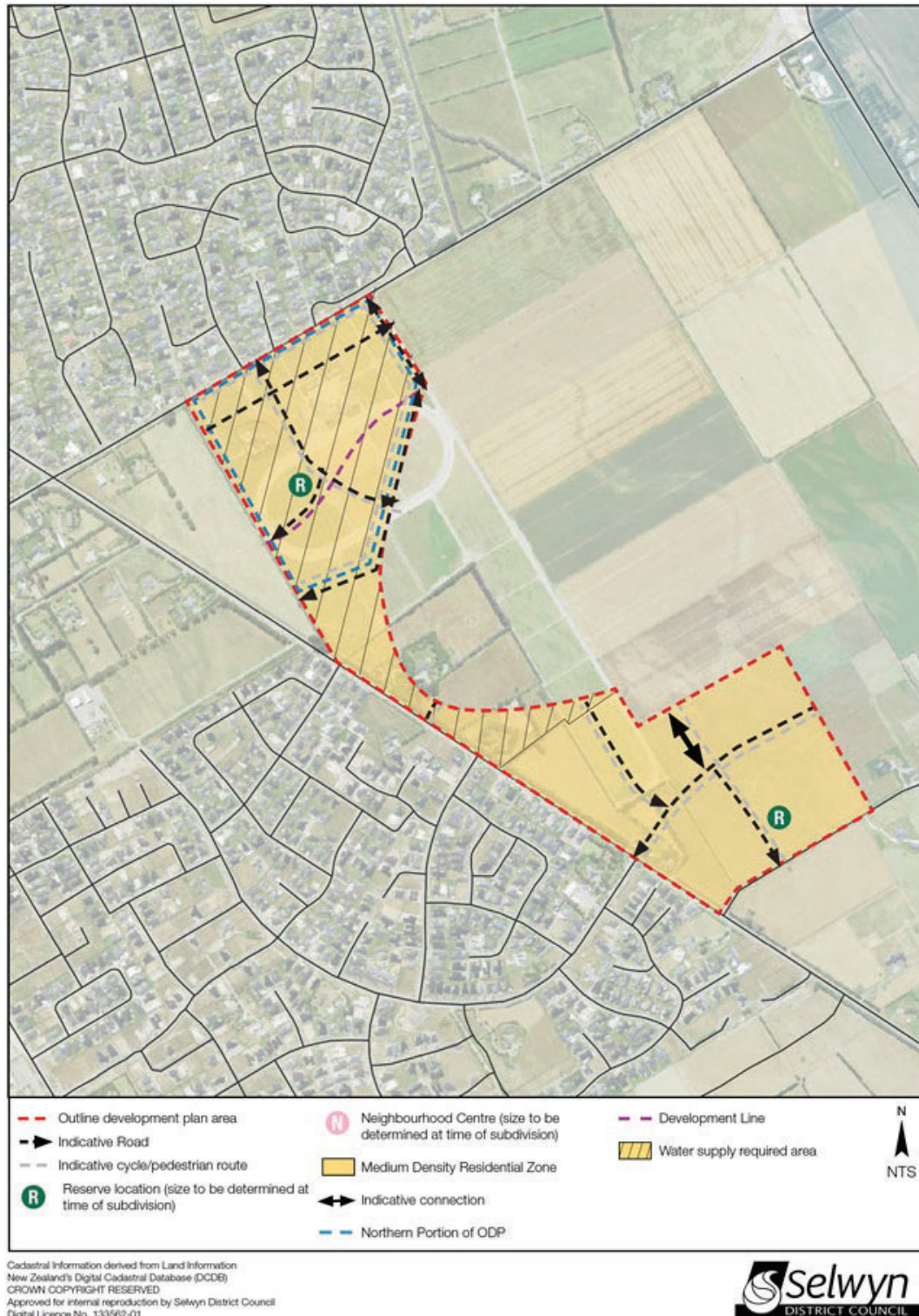


Figure 8 DEV-RO12 – Rolleston 12 Development Area

Source: Selwyn District Council

4.2 Description of the Plan Change Request

The following description provides the basis for the AEE and Section 32 analysis of the PPC. The PPC proposes the following amendments to the PODP:

- To amend the PODP Planning Maps, to zone the Site as LFRZ in its entirety, as shown in **Appendix E**.
- To replace DEV-RO1 with a new ODP, attached in **Appendix F**.

- To amend the relevant PODP provisions to provide for the rezoning of the Site to LFRZ and manage the nature and scale of development that can be facilitated at the Site through a precinct approach, as set out in **Appendix G**.

4.2.1 Site Rezoning

The PPC seeks to rezone the Site, as detailed above, to an appropriate commercial zone to reflect the intended and future use of the Site, as further described below.

- On the northern part of the Site, Foodstuffs are establishing a PAK'nSAVE in accordance with RC216016. The nature and scale of the development is well understood through RC216016. The RC216016 Decision and Approved Plans are included as **Appendix D**.
- On the southern part of the Site, Smiths Hardware Limited intend to establish a Mitre 10 and are working with Foodstuffs to facilitate this. A Mitre 10 development meets the PODP definition of trade retail and trade supply activity. The development would generally involve:
 - A large retail area, selling a range of hardware and home improvement products.
 - A drive through area with larger building and landscaping supplies.
 - A garden centre, selling plants and landscaping supplies.
 - A café accessed internally from the main store.
 - A storage yard, accessible mainly to staff, though possibly also trade customers.
 - Loading areas.
 - Associated car parking and landscaping.

The LFRZ forms part of the District's 'Commercial and Mixed Use Zones' (**CMUZ**). The CMUZ are those areas which are the focal points for the District's commercial and community needs. Besides the LFRZ, the CMUZ include the Town Centre Zone, Local Centre Zone, and Neighbourhood Centre Zone.

There is currently only one LFRZ identified in the PODP, located in the Rolleston Industrial area north of State Highway 1, the railway line and Jones Road (legally described as Lot 600 DP 520689).

Of the commercial zones identified within the PODP, the LFRZ is considered the most appropriate zone to accommodate the future and intended use of the Site. The zone provides for retail activities that require a large floor area and supports the overall retail offering in the district without detracting from core commercial activities in the Rolleston Town Centre. The individual floor area of each of PAK'nSAVE and the future trade retail activity will exceed 6,000 m².

4.2.2 Outline Development Plan

The PPC proposes a new ODP for the Site, shown in **Figure 9** below and attached at **Appendix F**, to replace the current DEV-RO1. This ODP has been informed by RC216016 and transport, acoustic, architectural, landscaping, and urban design advice for this PPC.

The key design drivers for the ODP are:

- To ensure that no more than two large retail operations (being the PAK'nSAVE and a trade retail activity) are developed on the Site.
- To reflect the PAK'nSAVE Supermarket development and access provisions in the northern half of the Site, and the development and access provisions for a future trade retail / trade supply development on the balance of the Site.
- To ensure an appropriate interface with the immediate residential zoned land through the provision of landscape treatment along the Site boundaries.
- To ensure the Site can be developed to provide good transport outcomes to support vehicle and pedestrian movement for the future and intended land uses at the Site.
- To provide for the future Broadlands Drive Extension through the Site approximately 55m north of the southern point of the Site boundary (enabling connection to DEV-RO12).

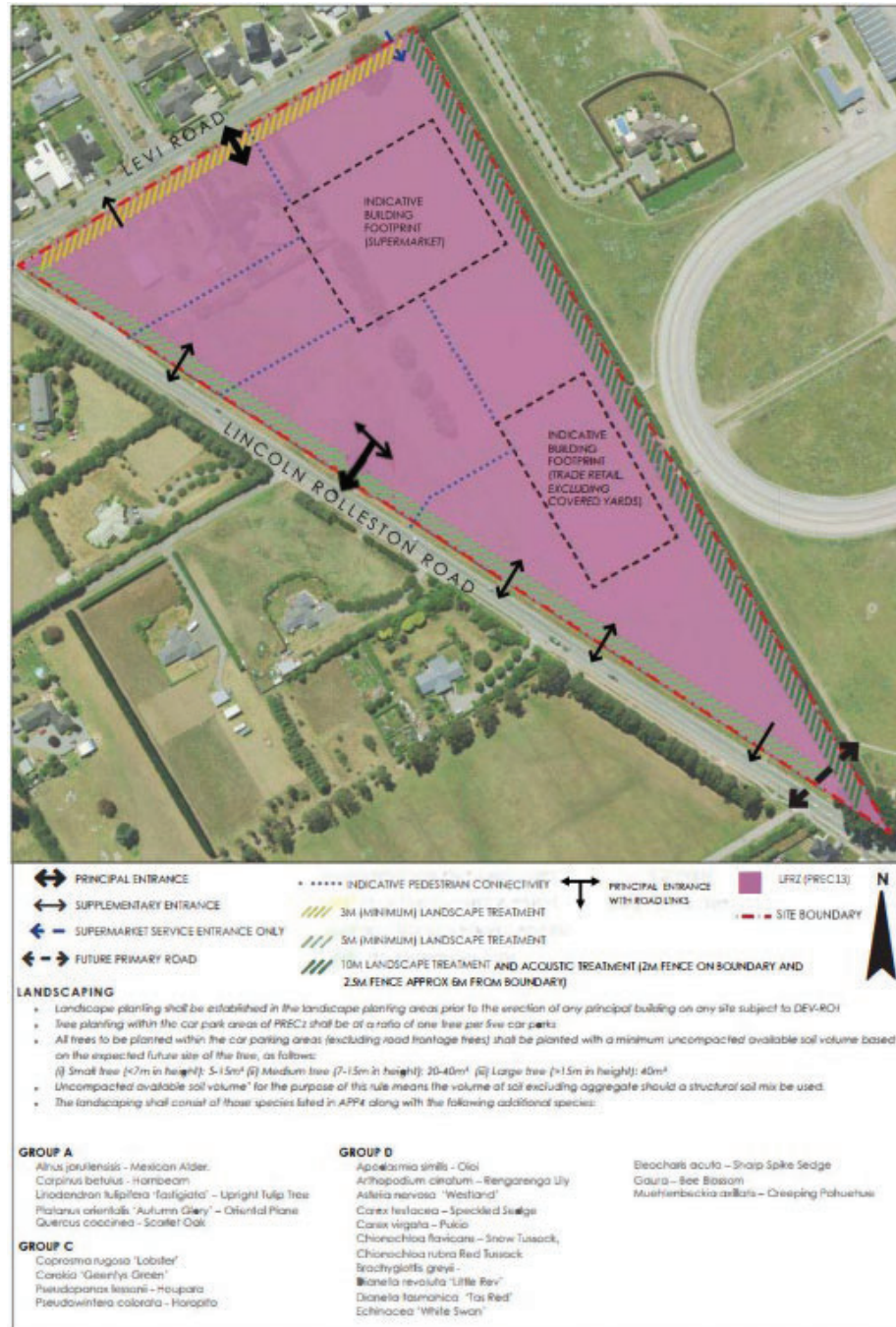


Figure 9 Proposed Outline Development Plan

4.2.3 Proposed Amendments to the PODP Provisions

The CMUZ and LFRZ provisions are largely able to be adopted, however, to reflect the particular locational attributes of the Site and to limit development to two large format retail activities, a new Large Format Precinct is proposed to refine the existing LFRZ provisions specific to the Site, titled the 'Lincoln Rolleston Road Large Format Retail Precinct' (**LFRZ PREC13**). The proposed amendments are included in **Appendix G** and summarised below in **Table 4-1**. Amendments proposed within the applicable PODP Chapters:

- Align with the drafting protocols of the PODP.
- Clearly distinguish between the two LFRZ areas through the zone's overview and separable planning provisions to reflect the differences in locational context and industrial versus residential settings.
- Assign non-complying activity status for certain activities in PREC13 (e.g. automotive repairs and primary production) deemed inappropriate due to the Site's primarily residential setting in contrast to the other LFRZ area's industrial setting.

- Recognise the existing consented environment and account for the future anticipated development in accordance with the ODP.
- Manage potential boundary interface effects.
- Define the Site's ODP framework to control its development through associated planning provisions.
- Include minor consequential amendments to remove the potential for conflicting provisions under the PODP (e.g. TRAN-REQ28).

The following amendments are proposed to the PODP Chapters listed below:

- How the Plan Works
- Commercial and Mixed Use Zones
- Transport
- Signs
- Large Format Retail Zone, and
- Development Areas.

Amendments are not proposed to any other chapter of the PODP.

Table 4-1 Summary of amendments to PODP provisions

Provision	Description / Reason	Amendment (additional text <u>underlined</u> , deleted text <u>struck through</u>)
HPW26- Precincts	Add new precinct and description	<p>Name / Code Lincoln Rolleston Road Large Format Retail Precinct / <u>PREC13</u></p> <p>Description <u>The purpose of this precinct is to manage the type and scale of large format retail activities and the interfaces with the surrounding residential area.</u></p>
CMUZ-MAT3 Urban Design	Add new matter of discretion to enable assessment of any new development with the ODP	<p>3. In <u>PREC13</u> Lincoln Rolleston Road Large Format Retail Precinct, the extent to which the development complies with <u>LFRZ-SCHED1 – Outline Development Plan.</u></p>
CMUZ-MAT4 Height	Add new matter of discretion to enable assessment of effects on adjoining residential properties.	<p>4. <u>Effects on amenity of adjoining residential properties, including on outlook, privacy, overshadowing and visual dominance.</u></p>
LFRZ-P4	Add new policy to manage effects of built form on amenity of adjoining residential zones.	<p><u>Manage built form and layout within PREC13 Lincoln Rolleston Road Large Format Retail Precinct to maintain compatibility with the amenity of adjacent residentially zoned land.</u></p>
LFRZ-R1 Buildings and Structures	Amend rule such that any building or structure in LFRZ PREC13 will require consent as a restricted discretionary activity, enabling assessment of urban design matters.	<p>Activity Status: <u>RDIS</u></p> <p>4. The establishment of any building or structure and/or any addition or modification to an existing building or structure. Matters of discretion:</p> <p>5. <u>The exercise of discretion in relation to LFRZ-R1.4. is restricted to the following matters: a. CMUZ-MAT3 Urban Design</u></p> <p><u>Activity status when compliance not achieved:</u></p> <p>6. <u>When compliance with any rule requirement listed in this rule is not achieved: Refer to relevant rule requirement.</u></p>
LFRZ-R4 Food and Beverage Activities	Amend rule to limit food and beverage activity within LFRZ PREC13 to that which is ancillary to a trade retail and trade supplier activity.	<p>Activity Status: <u>PER</u></p> <p>4. <u>Any food and beverage activity.</u></p> <p><u>Where:</u></p> <p>a. <u>it is ancillary to a trade retail and trade supplier activity; and</u></p> <p>b. <u>it has a GFA that does not exceed 250m².</u></p> <p><u>Activity status when compliance not achieved:</u></p> <p>5. <u>When compliance with any of LFRZ-R4.4.a. or LFRZ-R4.4.b. is not achieved: NC</u></p>
LFRZ-R6 Retail Activities	Amend rule to limit retail activity to one supermarket in LFRZ PREC13, with a minimum GFA threshold.	<p>Activity Status: <u>PER</u></p> <p>4. <u>Any retail activity that is not otherwise listed in LFRZ-Rule List.</u></p> <p><u>Where:</u></p> <p>a. <u>in PREC13, the retail activity is a supermarket with a GFA no less than 6,000m².</u></p> <p><u>Activity status when compliance not achieved:</u></p> <p>5. <u>When compliance with any of LFRZ-R6.4.a is not achieved: NC</u></p>

LFRZ-R7 Automotive Activities	Amend rule to remove PER status for Automotive Activities within LFRZ-PREC13, rendering them NC.	Activity Status: NC <u>3. Any automotive activity.</u>
LFRZ-R8 Trade Retail and Trade Supply Activities	Amend rule to limit trade retail and trade supplier activity in LFRZ PREC13, with a minimum GFA threshold.	Activity Status: PER <u>3. Any trade retail and trade supply activity.</u> Where: <u>a. No more than one trade retail and trade supply activity is located in PREC13; and</u> <u>b. the GFA of the trade retail and trade supply activity is no less than 6,000m²; and</u> <u>c. the use of any service access or loading bay adjacent to the eastern boundary is restricted to 0700 to 1900 hours.</u> Activity status when compliance not achieved: <u>4. When compliance with any of LFRZ-R8.3.a, LFRZ-R8.3.b or LFRZ-R8.3.c is not achieved: NC</u>
LFRZ-R11 Community Corrections Activities	Amend rule to remove PER status for Community Corrections Activities within LFRZ-PREC13, rendering them NC.	Activity Status: NC <u>3. Any community corrections activity.</u>
LFRZ-R16 Primary Production Activities	Amend rule to remove PER status for Primary Production Activities within LFRZ-PREC13, rendering them NC.	Activity Status: NC <u>4. Any primary production activity.</u>
LFRZ-R21 Industrial Activities that are not otherwise listed in LFRZ- Rule List	Amend rule to remove DIS status for Industrial Activities within LFRZ-PREC13, rendering them NC.	Activity Status: NC <u>2. Any industrial activity that is not otherwise listed in the LFRZ-Rule List.</u>
LFRZ-REQ4 Setbacks	Add building setback requirement of 10m from an internal residential zone boundary, with non-compliance triggering RDIS. Matters of discretion are those in CMUZ-MAT6 Setbacks.	<u>2. Any building shall be setback a minimum of 10m from an internal boundary adjoining a residential zone.</u> Activity Status when compliance not achieved: <u>23. When compliance with any of LFRZ-REQ4. 1. or LFRZ-REQ4.2. is not achieved: RDIS</u> Matters for discretion: <u>34. The exercise of discretion in relation to LFRZ-REQ4.23 is restricted to the following matters: a. CMUZ-MAT6 Setbacks</u>
LFRZ-REQ5 Outdoor Storage	Add requirement for outdoor storage areas to be screened from an internal boundary shared with a residential zone, with non-compliance triggering RDIS. Matters of discretion are those in CMUZ-MATb Fencing and Outdoor Storage.	<u>1. Any outdoor storage area shall be screened from any road boundary of the site or internal boundary adjoining a residential zone by a fence, wall or vegetation of at least 1.8m in height for the full length that the storage area is visible from the road.</u>

LFRZ-REQ6 Landscaping	Add requirement for landscaping in LFRZ PREC13 to comply with the ODP, with non-compliance triggering RDIS.	<p>11. Landscaping shall comply with the ODP in LFRZ-SCHED1 – Lincoln Rolleston Road Large Format Retail Precinct. <u>Activity Status</u> when compliance not achieved: <u>RDIS</u></p> <p>12. When compliance with any of LFRZ-REQ6.11 is not achieved: <u>RDIS</u></p> <p><u>Matters for discretion:</u></p> <p>13. The exercise of discretion in relation to LFRZ-REQ6.12 is restricted to the following matters:</p> <p>a. <u>CMUZ-MATd Landscaping</u></p>
LFRZ-REQ7 – Outline Development Plan	Add a requirement for any development undertaken within PREC13 to comply with the ODP, with non-compliance triggering DIS.	<p>1. All development shall be undertaken in accordance with the ODP in LFRZ-SCHED1 – Lincoln Rolleston Road Large Format Retail Precinct. <u>Activity Status</u> when compliance not achieved: <u>DIS</u></p> <p>2. When compliance with any of LFRZ-REQ7.1 is not achieved: <u>DIS</u></p>
LFRZ- SCHED1 – PREC13	Remove ODP in DEV-R01 and insert the new ODP as a Schedule in LFRZ.	<u>Lincoln Rolleston Road Large Format Retail Precinct.</u>
TRAN-REQ28 Landscape Strip for Parking Areas	Add a requirement for landscaping strips within PREC13 to be in accordance with LFRZ-REQ6.11 to remove potential conflict with TRAN-REQ28.	<p>4. All new on-site car parking shall establish and maintain a continuous landscape strip that complies with LFRZ-REQ6.11. <u>Activity status</u> when compliance not achieved: <u>RDIS</u></p> <p>5. When compliance with any of TRAN-REQ28.4 is not achieved: <u>RDIS</u></p> <p><u>Matters for discretion:</u></p> <p>6. The exercise of discretion in relation to TRAN-REQ28.5 is restricted to the following matters:</p> <p>a. <u>TRAN-MAT7 Landscaping of Parking Areas</u></p>
SIGN-REQ1 – Freestanding Signage	Add requirement such that any freestanding signage proposed is controlled to manage visual amenity effects along the Site's boundary interface.	<p>XXA. There shall be a maximum of two free standing signs along Lincoln Rolleston Road and one free standing sign along <u>Levi Road</u>.</p> <p>XXB. The maximum area of a sign shall be 12m².</p> <p>XXC. The maximum height above ground level at the top of the sign shall be 6m.</p> <p><u>Activity status</u> when compliance not achieved: <u>RDIS</u></p> <p>XXD. When compliance with any of SIGN-REQ1.XXA, SIGN-REQ1.XXB or SIGN-REQ1.XXC is not achieved: <u>RDIS</u></p> <p><u>Matters for discretion:</u></p> <p>XXE. The exercise of discretion in relation to SIGN-REQ1.XXD is restricted to the following matters:</p> <p>a. <u>SIGN-MAT1</u></p>
Planning Maps	Identify LFRZ over the Site and precinct extent.	Show LFRZ and PREC13 over the Site.

5 Assessment of Environmental Effects

This AEE has been prepared to satisfy Clause 22(2) of the First Schedule to the RMA, which requires:

- 2) *Where environmental effects are anticipated, the request shall describe those effects, taking into account the provisions of Schedule 4, in such detail as corresponds with the scale and significance of the actual or potential environmental effects anticipated from the implementation of the change, policy statement, or plan.*

The following section presents an overview of the findings of the various technical reports and environmental assessments that have been commissioned by Foodstuffs. The respective reports attached should be referred to for greater detail and analysis.

This AEE considers the existing and future receiving environment; and associated effects that may occur based on the consented PAK'nSAVE and an indicative conceptual design characteristic of a large format trade retail / trade supplier activity on the Site subject to practicable mitigation and design measures being implemented.

The PAK'nSAVE Supermarket in the northern half of the Site forms part of the existing environment. The PPC is effectively a recognition of the consented environment through a commensurate zone and rule framework. This AEE therefore focuses on the future and intended use of the balance of the Site following its rezoning - i.e., being a trade retail and trade supply activity.

5.1 Economics

*The following is a summary of the Economic Assessment and subsequent RFI Response prepared by Insight Economics attached at **Appendix H**.*

The Economic Assessment considers the potential adverse effects of the PPC on nearby commercial areas and on residential land supply. The assessment also considers the likely economic benefits of the rezoning, as summarised below.

Retail Distribution

Although the Site is located close to the Rolleston Town Centre, enabling a trade retail / trade supplier on the Site will not undermine the Rolleston TCZ as there are no existing stores of similar scale and nature that will be directly affected. In addition, the large format retail business the Site will accommodate following its rezoning, i.e., the PAK'nSAVE and a trade retailer such as Mitre 10, would not locate in the Rolleston TCZ or the already existing LFRZ land, for reasons set out in the assessment. The proposed amendments to the LFRZ coupled with the provisions in the PODP effectively constrain development on the Site to a supermarket and one trade-based retail activity. Any departure from this is disincentivised due to the complex consenting pathway, mitigating the possibility of alternate development scenarios that could potentially have more significant retail distribution effects on the Rolleston town centre or other Selwyn centres. The development of the Site is not anticipated to generate commercial sprawl in between the Site and the Rolleston Town Centre (e.g. Masefield Drive) that would detract or divert from the town centre due to the restrictions imposed by the PODP and land availability to establish viable commercial activities. Accordingly, a new trade retail and supplier business will neither divert trade from the Rolleston TCZ or existing LFRZ land, nor deprive them of a new store.

Loss of Housing Supply

The rezoning will result in the loss of 7 ha of MRZ land, although only 3 ha would be available for residential development given Foodstuffs is implementing RC216016 to develop the PAK'nSAVE Supermarket on the remaining 4 ha of the Site.

The loss of residential land supply will be approximately 45 households (over the southern part of the Site), which is equivalent to a reduction in the long-term district housing capacity of 0.15% which is relatively

insignificant. Taking a conservative approach, accounting for the PAK'nSAVE land, the cumulative impact is 0.35% of the long-term district housing capacity.

Economic Benefits

A number of economic benefits have been identified by Insight Economics in their assessment of the PPC:

- The proposal will contribute to diversity of retail offering in Selwyn District, directly responding to a shortage of district hardware, building, and garden retail supply.
- Establishment of a trade retail / trade supply activity on the Site will provide employment across a number of disciplines and trades and provide permanent employment across a number of disciplines and trades and provide permanent employment for around 65 staff once the store is operational.
- Establishment of a trade retail / trade supply activity will reduce the need for people to travel to Christchurch to access this type of store, reducing transport movements and related costs.

5.1.1 Summary

Considering the economic merits of rezoning the Site as LFRZ and enabling a trade retail and trade supplier to establish within the Site, the PPC can be supported from an economics perspective.

5.2 Landscape, Visual Amenity and Urban Form

*The following is a combined summary of the Landscape and Visual Assessment by Rough Milne Mitchell Landscape Architects (RMM) and Urban Design and Visual Impact Assessment by DCM Urban Design, including their subsequent RFI Responses contained in **Appendices I and J**, respectively.*

The key landscape issue of the PPC relates to potential effects on the amenity of the surrounding environment, due to a change in land use that will be enabled by the LFRZ rezoning.

From a visual amenity perspective, a LFRZ for the PAK'nSAVE Supermarket area of the Site essentially acknowledges the consented outcomes that will be delivered under RC216016, which have been demonstrated and ultimately deemed appropriate for this location. The effects of particular focus to this AEE, will be generated from the change of land use that will be enabled on the balance of the Site, being an additional large format retail building, car parking and other related facilities.

Currently there are no other MRZ / LFRZ interfaces in the PODP, so the existing LFRZ provisions do not provide management of these effects. To ensure appropriate landscape and amenity outcomes are achieved at the MRZ / LFRZ interfaces, RMM has recommended the incorporation of the following landscaping provisions into the ODP, which are effectively a replication of the landscaping provisions required for the PAK'nSAVE Supermarket:

- a. A 10m wide landscape strip shall be provided along the internal (eastern) boundary of the Site shared with neighboring residential land to the east.
- b. A 5m (minimum) wide landscape strip to Lincoln Rolleston Road.
- c. A 3m (minimum) wide landscape strip to Levi Road.
- d. No fences shall be erected within the landscaping strip along the road boundaries.

The above requirements, as well as the requirement for the provision of tree planting within the car park areas, are suitably included as notations on the ODP which will be required to be adhered to, as reflected on the proposed refinement to rule 'LFRZ-REQ6 Landscaping' of the PODP.

Additionally, the existing LFRZ provisions, in combination with the refined provisions proposed by this PPC, for building bulk and location, as identified for LRFZ, will also apply to the Site. These include a gross floor area (**GFA**) of no less than 6000 m² for the LFRZ PREC13, a 5 m setback from the road boundary, a 10 m setback from an internal boundary adjoining a residential zone, as well as a 15 m max building height and a 25 m max structure height. The GFA provisions, in combination with the ODP, will result in only two large format retail activities to locate on the Site with limited flexibility to alter the development layout to achieve a

functional business operation, providing a level of certainty in terms of outlook and the road boundary interface.

Freestanding signage will form an operational feature of both the PAK'nSAVE Supermarket and future large format retail activity at the Site's road boundary interface. To curtail any potential cluttering or visual domination of signage along the Site's road boundary, RMM have recommended an additional requirement be added to the PODP signage provisions under SIGN-REQ1:

- a. There shall be a maximum of two free standing signs along the Lincoln Rolleston Road frontage and one free standing sign along the Levi Road frontage.
- b. The maximum area of a sign shall be 12m².
- c. The maximum height above ground level at the top of the sign shall be 6m.

Through the adoption of this site-specific requirement within the PODP used in combination with the proposed landscape boundary treatment, visual effects can be appropriately managed.

Furthermore, regarding built form and landscape outcomes on the Site, comfort can also be taken from the proposed change to rule 'LFRZ-R1 Buildings and Structures' that would make any new building / structure or any addition or modification to a building / structure on the Site a Restricted Discretionary Activity (RDIS) and subject to the matters of discretion listed in 'CMUZ-MAT3 Urban Design' – which includes:

h. Includes landscaping, fencing and storage, and waste areas that are designed and located to mitigate the adverse visual and amenity effects of the development on adjoining residential-zoned sites and public reserves.

And the following proposed addition:

3. In PREC13 Lincoln Rolleston Road Large Format Retail Precinct, the extent to which the development complies with LFRZ-SCHED1 – Outline Development Plan.

As discussed above, the proposed ODP includes landscape notations / requirements. To this end, any resource consent application under this rule will need to include a landscape plan to satisfy the matters of discretion, irrespective of compliance with any other landscape rule. The ensuing resource consent process provides an appropriate mechanism for the landscape outcomes for the Site to be assessed by SDC.

Visual effects from the PPC on surrounding roads and neighbouring residential properties are assessed in detail in Section 5.3 of the Landscape and Visual Assessment and Section 3.5 of the Urban Design and Visual Impact Assessment and their respective subsequent RFI Responses. Both public and private views are considered to be avoided or resulting in **low** and at most **low – moderate** (i.e., no more than minor) adverse effects because of the proposed LFRZ. From both public and private viewpoints, the roadside and internal boundary landscape treatment is considered appropriate to mitigate adverse visual effects, as this will provide a continuation of the consented baseline commercial character while softening, filtering, and buffering views of development.

In relation to landscape character effects, the potential for adverse effects is **low** and at most **low – moderate** (i.e., no more than minor). The reason for this is threefold. First, in terms of local context, the Site is within a receiving environment that is undergoing considerable change including that given effect by RC216016. Second, given the consented PAK'nSAVE Supermarket, and the size and shape of the balance of the Site, there is only space for one additional large format retail building, as evident by the ODP. Finally, appropriate interfaces between MRZ and the LFRZ are achievable.

Further to this, the PPC presents an opportunity for comprehensive landscape treatment, and high level of maintenance, along the road frontage of the Site, hence provides a greater level of certainty from a landscape and visual amenity perspective. By contrast, an MRZ development would be expected to have a range of landscape treatments given it would likely be developed by multiple individual developers and landowners. This PPC therefore enables a more consistent and cohesive landscape treatment approach to be realised.

From an urban form perspective, the rezoning would allow a trade retail and supplier, like Mitre 10, to play more of a retail role servicing domestic / residential needs as opposed to commercial / industrial needs which are typically the character of large format activities that might establish within the Jones Road LFRZ.

In terms of urban character values, the PPC will result in a change in bulk and location and style of buildings on the south-eastern corner of the Site which will be larger, taller and commercial in character. This change in character is not viewed as adverse as it is continuing with the commercial character which will be created by the PAK'nSAVE Supermarket development on the northern half of the Site and can be mitigated by adopting the same mitigation as reflected in the consent conditions placed on RC216016.

As assessed in the Urban Design and Visual Impact Assessment, commercial development is considered a more appropriate use of the Site than residential development, given the Site's location being adjacent to arterial roads. If the land were to be subdivided and developed into residential housing, to reflect the current zoning, it is possible that the houses would reflect what has been developed elsewhere in Rolleston, where residential properties are separated from the main road by vegetation or tall fences and do not address their primary frontage. A commercial development on the other hand has the potential to improve the legibility and walkability of the area and provide more of a destination space for surrounding residents, activating the corner site and two long arterial road frontages.

From a connectivity standpoint, nine road connections are shown on the proposed ODP, with four from Levi Road and five from Lincoln Rolleston Road into and out of the Site. This includes a new primary road link, a future extension of Broadlands Drive and the associated MRZ development within DEV-RO12. These will be supplemented by five indicative pedestrian connections within the Site itself. Pedestrian access into the Site will be available from Lincoln-Rolleston Road at three locations. Three access points will also provide for pedestrians and cyclists on Levi Road. As a collective, these pedestrian and cycle linkages on Site will integrate with the proposed 3m wide shared-use path on the southern side of Levi Road, (outside of the Site) extending from Rolleston Drive to Levi Road and thus, providing a pedestrian/ cyclist connection between the town centre and the Site. Whilst the new ODP will remove indicative pedestrian and cyclist routes outlined in DEV-RO1, the new pedestrian and cycle routes proposed will better service the types of activities anticipated to operate within the Site and their customers.

5.2.1 Summary

In terms of the future residential environment, the LFRZ request will result in a different landscape character to the mixed residential character primarily anticipated for the Site under the PODP. The proposed refinements to the PODP provisions and a supporting ODP (with landscaping requirements) to be included as part of the PPC will ensure an appropriate interface with neighbouring properties and an appropriate built form / landscape outcome for the Site. From a landscape and visual amenity perspective, the landscape outcomes enabled by the proposed rezoning provide certainty and consistency, more so than the MRZ. In this respect it is considered the LFRZ (and associated rule refinements and ODP) is more appropriate than the MRZ for the Site.

5.3 Transport

*The following is a summary of the Integrated Transport Assessment and subsequent RFI Response by Stantec contained in **Appendix K**.*

The Integrated Transport Assessment (ITA) considers the Site's suitability for LFRZ PREC13-enabled large format retail development from a transport perspective and how effectively the Site can be integrated with the existing transport network without generating adverse effects. The ITA includes a detailed traffic model to investigate the ability of the future road network to accommodate the additional traffic that could be generated by future development on the Site, being the PAK'nSAVE and a trade retail / trade supplier store. The traffic model compares two development scenarios for the Site, those being:

- Base Zoning and Residential Development: PAK'nSAVE and residual residential development.
- Proposed LFRZ: PAK'nSAVE and a trade retail store.

The ITA identifies that the performance of the road network will be relatively unchanged under the LFRZ scenario when compared to the 'Base Zoning and Residential Development' scenario.

It is noted that a development of a nature and scale anticipated in the proposed LFRZ and ODP will be subject to further network effects assessment as part of a resource consent application, which will need to be supported by a development-specific integrated transport assessment in accordance with the High Trip

Generator Rule provisions of the PODP (i.e., *TRAN-R8*). This will enable rigorous consideration of day-to-day traffic generation patterns associated with the specific activity seeking resource consent, potential effects on the transport network and access performance, and any required mitigation measures.

The existing transport-related provisions in the PODP are considered sufficient to manage future development of the Site, and as such no changes are proposed or considered necessary as part of this PPC. Compliance or otherwise with the existing transport rules will be considered and assessed at the time of a specific development proposal.

The ITA confirms that the following provisions of the ODP will achieve good transport outcomes for the Site:

■ **Vehicle Access Points:**

- Identifying the consented PAK'nSAVE accesses and their respective restricted movements as per RC216016.
- Identifying the consented PAK'nSAVE main access on Lincoln Rolleston Road as the principal combined access for the Site. The access would accommodate all heavy vehicle movements (noting RC216016 will continue to restrict heavy vehicle supermarket deliveries to entering from the easternmost Levi Road access and exiting from the main access onto Lincoln Rolleston Road.
- Identifying two full movement secondary accesses approximately 100m and 160m southeast of the combined principal access on Lincoln Rolleston Road.
- Identifying a minor yard exit only access approximately 30m northwest of the future Broadlands Drive extension roundabout. The access would accommodate exiting trade retail heavy vehicles.

■ **Pedestrian Connections:**

- Identifying the consented PAK'nSAVE pedestrian connections to Levi Road and Lincoln Rolleston Road, and indicative pedestrian connections to Lincoln Rolleston Road for the southern part of the Site.
- Identifying an indicative internal pedestrian connection between the supermarket and trade retail activity.

■ **Provision for Broadlands Drive Extension:**

- Identifying the future Broadlands Drive Extension across the southern part of the Site connecting land to the east and west of Lincoln Rolleston Road.

With these key elements identified on the ODP, it is considered that a suitably designed, safe and efficient development outcome would be achieved at the Site that provides for a range of transport modes that is well integrated with the local road network and surrounding development. In that respect, the ODP in combination with the Transport chapter provisions of the PODP will enable good transport outcomes to be achieved for the Site and the surrounding transport network.

In terms of the upgrade scheduled for the Levi Road / Lincoln Rolleston Road roundabout, it is not considered necessary to include a zone-specific requirement for the upgrade to be provided ahead of development, noting the PAK'nSAVE consent addressed integration with the infrastructure timing through the resource consent and ITA process.

In terms of integration with public transportation, opportunities exist for enhanced access to public transport services as development occurs, and bus service providers to adjust service location and frequency to respond to demand. The precise consideration of integration with bus stops that may be provided adjacent to the Site can be addressed at the time of a specific development proposal.

5.3.1 Summary

The Site is appropriately located to accommodate LFRZ PREC13-enabled development(s), supporting safe, efficient, and effective integration with the transport network, with minimal impact on the functioning of the adjacent arterial road network. Adverse transportation effects resulting from the proposed rezoning can be appropriately mitigated at the time of a specific development proposal. With the implementation of the ODP,

combined with the existing transport provisions of the PODP, the PPC can be supported from a transportation perspective.

5.4 Noise

*The following is a summary of the Noise Assessment and subsequent RFI Response by Marshall Day Acoustics contained in **Appendix K**.*

Rezoning the Site from MRZ to LFRZ (subject to an ODP) has the potential to generate noise effects which have been assessed in the Noise Assessment prepared by Marshall Day Acoustics.

The Noise Assessment acknowledges the consented environment established by the PAK'nSAVE, which includes appropriate noise mitigation solutions to accommodate limited night-time activity (i.e. early morning bread deliveries) on the interface between the goods vehicle accessway, the loading zone and the MRZ land to the east.

LFRZ PREC13-enabled development in accordance with the proposed ODP would result in the dominant noise generating activities at the Site's eastern interface with MRZ land. These would be goods deliveries between the Site's eastern boundary and supermarket and trade retail buildings, and (un)loading activity at loading bays. There is also potential for activity in open-air yards to generate noise similar in nature to a loading bay, although at lesser intensity and further removed from the Site boundary – and therefore lower in noise level.

In relation to the MRZ neighbours separated by Lincoln Rolleston Road, the dominant noise generating activities will be traffic entering and exiting the Site.

Overall, the Noise Assessment anticipates that the noise level at the Site boundary during the daytime would be between 50-65 dB L_{Aeq} depending on a range of factors and in the absence of any noise control or mitigation. This would exceed the PODP noise limits defined in *NOISE-REQ1 Table 5*. For the LFRZ and MRZ interface, where noise is generated within the LFRZ, the noise limits that apply are the residential zone rules, which can be summarised as:

- 50 dB L_{Aeq} 0700 to 2200; and
- 40dB L_{Aeq} /70dB L_{Amax} 2200 to 0700.

In the current situation where the suitability of the LFRZ/MRZ interface needs to be established, it is important to demonstrate that a satisfactory noise level can be achieved within the respective zone frameworks. In the absence of mitigation, LFRZ PREC13-enabled trade retail activity would likely exceed the PODP noise limits. The Noise Assessment demonstrates that standard noise mitigation treatments could be applied to a future trade retail / trade supplier store development as indicated in the ODP, including:

- Acoustic fencing along the eastern boundary of the Site, similar to that required by the PAK'nSAVE consent; and,
- A noise control wall along the loading bay's full width to control the noise levels associated with unloading and loading of delivery vehicles, including the use of forklifts, pallet trolleys, communication etc; and,
- Establishment of a 10m-wide biodiversity planting strip (which will provide a buffer zone) along the eastern boundary of the Site, similar to that required by the PAK'nSAVE consent.

With the appropriate site layout, building design, and noise control barriers as mentioned above, the interface noise levels are predicted to range from 42 to 50 dB L_{Aeq} 1m inside the adjoining MRZ land (being the potential façade line of a dwelling), which complies with the permitted daytime noise levels of *NOISE-REQ1* under the PODP.

Where a development proposal does not comply with the noise limits above, restricted discretionary activity status would be triggered, allowing any associated effects to be considered against the corresponding matters of discretion in *NOISE-MAT1* of the PODP.

The Noise Assessment demonstrates that the PODP's existing noise provisions will ensure an acceptable noise environment is achieved at the interface with MRZ land by LFRZ PREC13-enabled development on the Site. Those noise rules set an appropriate standard for maintaining and protecting residential amenity in respect of noise, and a framework to assess noise effects where the noise limits cannot be achieved.

Overall, the Noise Assessment concludes that “as compliant, satisfactory noise levels can be achieved in a practicable manner, the rezoning of the Site will not result in significant adverse noise effects”.

5.4.1 Summary

Noise-generating activities associated with LFRZ PREC13-enabled development, which in the case of the Site and the ODP is effectively limited to the already consented PAK’nSAVE and a trade retail / trade supplier store like a Mitre 10, will be subject to the PODP’s existing noise rules (and in the case of the PAK’nSAVE the conditions of consent). This provides certainty that an acceptable interface solution with neighbouring residential land will be delivered, either by compliance with the permitted noise standards or following thorough assessment through the resource consent process.

5.5 Servicing and Infrastructure

*The following is a summary of the Servicing Memo prepared by Powel Fenwick, contained in **Appendix M**.*

As part of this PPC, high level investigations into the feasibility of servicing the Site to meet the functional needs of the proposed ODP as a whole where fully developed. This has reviewed publicly available information on existing services in the area, options for on-site servicing arrangements, and identified matters requiring further investigation or correspondence with Council. The investigations have confirmed the following:

- Power and telecommunications lines are located within Lincoln Rolleston Road and available to connect into the Site. Approval will need to be sought from Orion and Chorus to confirm the existing lines are sufficient to support the activities occurring on the Site. The connection design will need to be finalised with the utility providers at the time of development.
- A 150Ø sewer line located off Lincoln-Rolleston Road is anticipated to be utilised via a lateral connection for the Site, subject to confirmation from Council that sufficient capacity is available in the network. If required, sewer attenuation systems could be included as part of design works to ensure sufficient capacity and treatment is available to service the Site.
- The proposed development could be serviced by a new 63Ø water supply connection to the existing 150Ø SDC water supply in Lincoln-Rolleston Road footpath. This would be subject to site specific design requirements and Council approvals prior to establishing a new connection, including confirmation that sufficient capacity exists.
- On-site stormwater management will be required given the limitation of existing stormwater infrastructure in the surrounding area. The PAK’nSAVE Supermarket development has already been the subject of a consented on-site stormwater management. This utilised a discharge to ground method via a network of soakpits. It is anticipated a similar approach to stormwater management would be adopted for the remainder of the Site.

Given the Site has been zoned for urban development in both the SDP and PODP, and noting the planned residential growth east and south of the Site, there are considered to be no impediments to servicing LFRZ PREC13-enabled development on the Site. Notably, the PAK’nSAVE consent demonstrated that the Site can be readily serviced by standard connections to reticulated service networks, without capacity issues. It should be highlighted that the proposed rezoning from residential to commercial land use is anticipated to result in a significant reduction in demand for all of these services

Overall, the Site can be appropriately serviced to meet the demand from the proposed large format retail activities without adverse effect on adjacent properties or the wider networks. Servicing design and approvals with key utility providers will be progressed through detailed design prior to development of the Site, as is normal practice for any urban development.

5.6 Flooding

As described in **Section 3.5** above, the Site is subject to flood risk. The Site is relatively flat. As part of the works to develop the PAK'nSAVE, the Site is being earthworked to manage on-site drainage and maintain natural flow paths to ensure there are no off-site flooding effects on neighbouring land. The anticipated risk to future development within the Site during a 1:200 year flood will be similarly managed through the typical engineering design process, as would be required if the Site were to be developed for residential purposes in accordance with MRZ.

5.7 Positive Effects

The PPC will provide much-needed trade retail-specific business land to complement the continued growth of Rolleston. Foodstuffs has committed to the establishment of a PAK'nSAVE on the northern portion of the Site, with all the economic benefits that will bring to the District (as set out in the economic assessment accompanying that application and ultimately endorsed by the granting of consent). A trade retailer, like Mitre 10, provides a compatible development that will deliver an integrated and functional outcome on the Site and in this evolving area of Rolleston, in addition to the economic benefits outlined in the Economic Assessment.

5.8 Summary of Effects

The actual and potential effects of the PPC can be summarised as follows:

- The enablement of a new trade retail and supplier business on the Site will neither divert trade from the Rolleston TCZ or existing LFRZ land, nor deprive them of a new store.
- The potential loss of land for housing will be insignificant for the Selwyn District and significantly compensated by the economic benefits gained from the establishment of new trade retail development.
- From a landscape and visual amenity perspective, the PPC provides a well-considered approach for LFRZ PREC13-enabled development and delivering an appropriate interface with residential development. From an urban design perspective, the limited nature and form of development that will establish on the Site, being a supermarket and a trade retail store, is well-suited from a compatibility and complementary perspective, as well as the Site's location in the context of the existing Town Centre and accessibility for the residential catchment it will serve.
- LFRZ PREC13-enabled development can be accommodated on the Site whilst supporting safe, efficient, and effective integration with the transport network, with minimal impact on the functioning of the adjacent arterial road network. Transportation effects associated with future development can be appropriately managed by the PODP's existing transport-related provisions and the proposed ODP, which will ensure the transport aspects of a trade retail development proposal are comprehensively assessed through the subsequent resource consent process.
- Adverse noise effects associated with LFRZ PREC13-enabled development on the Site can be appropriately mitigated through development-specific design, including site layout, building design, and noise control barriers.
- The implementation of RC216016 and the requirements of the proposed ODP provide certainty of development outcome for the Site, being a maximum of two large format retail buildings with associated and integrated access, parking, pedestrian connectivity and landscaping.
- Infrastructure, servicing and flood risk matters can be appropriately considered and assessed at the time of a specific development proposal.

The actual or potential environmental effects of recognising the consented supermarket development through a commensurate zone and rule framework are acceptable, and akin to those already deemed acceptable through the issuance of the PAK'nSAVE consent. This PPC complements the consent in the most pragmatic of ways. Furthermore, the proposed refinements to the LFRZ provisions and the ODP will guide development on the balance of the Site that is considerate of the receiving environment.

6 Section 32 Evaluation

6.1 Statutory Context

Section 32 of the RMA establishes a procedure for local authorities to test the appropriateness of any proposed provisions, including objectives, policies, rules and other methods when considering the merits of any plan change request. This procedure ensures that environmental issues are addressed and anticipated outcomes achieve the purpose of the RMA. The assessment provided in this section of the report has been prepared to fulfil the statutory requirements of Section 32 of the RMA.

Section 32(1)(a) states that an evaluation must examine the extent to which the objectives of the proposal are the most appropriate way to achieve the purpose of the RMA.

Section 32(1)(b) requires examination of whether the proposed rezoning provisions are the most appropriate way to achieve the PODP objectives. This examination is undertaken by:

- (i) *identifying other reasonably practicable options for achieving the objectives; and*
- (ii) *assessing the efficiency and effectiveness of the provisions in achieving the objectives; and*
- (iii) *summarising the reasons for deciding on the provisions.*

Section 32(1)(c) clarifies that the evaluation must *contain a level of detail that corresponds to the scale and significance of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the proposal.*

Section 32(6) clarifies that where no actual objectives are stated in the proposal, the “objective” is the purpose of the proposal.

To encapsulate the requirements of Section 32, the PPC is to be assessed as to whether the proposed rezoning and associated amendments are the most appropriate to achieve the purpose of the RMA. As noted in the Ministry for the Environment (MfE) “A guide to section 32 of the Resource Management Act 1991” (April 2017), ‘most appropriate’ has been interpreted by case law to mean “*suitable, but not necessarily superior*”. This means the most appropriate way does not need to be the most optimal or best option but must demonstrate that it will meet the objectives in an efficient and effective way.

Section 32(2) states that an evaluation under subsection 32(1)(b)(ii) must:

- (a) *identify and assess the benefits and costs of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the provisions, including the opportunities for:*
 - (i) *economic growth that are anticipated to be provided or reduced; and*
 - (ii) *employment that are anticipated to be provided or reduced; and*
- (b) *if practicable, quantify these benefits and costs referred to in paragraph (a); and*
- (c) *assess the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the provisions.*

No new, or alteration of any existing, objectives of the PODP are proposed. The existing objectives are considered the most appropriate for achieving the purpose of the RMA, having previously been assessed as such.

The objective, or purpose, of the PPC is to rezone the Site to an appropriate commercial zone that reflects the consented and intended future use of the Site for a supermarket and a trade retail / trade supply store. Accordingly, the assessment set out in the subsections below considers the extent to which the proposed rezoning, supplemented with the proposed amendments to the LFRZ provisions of the PODP and incorporation of a new ODP, is a more efficient and effective method for achieving the strategic objectives and policies of the PODP than the retention of the MRZ. This assessment is informed by an evaluation of the associated benefits and costs of the proposed rezoning.

6.2 Objectives and Policies of the PODP

An assessment of this PPC against the relevant objectives and policies of the PODP is set out in **Table 6-1**.

The assessment shows that the PPC is largely consistent with the relevant objectives and policies.

Table 6-1 Assessment of proposal against the relevant Objectives and Policies of the PODP

Relevant Objective and Policies	Assessment
<i>Strategic Directions</i>	
<i>District Identity</i> (Objectives SD-DI-O3, SD-DI-O4 and SD-DI-O6 are not applicable)	
Sensational Selwyn SD-DI-O1 <i>Selwyn is an attractive and pleasant place to live, work, and visit, where development:</i> <ol style="list-style-type: none"> 1. <i>takes into account the existing and anticipated character of individual communities;</i> 2. <i>is well-connected, safe, accessible, and resilient; and</i> 3. <i>enhances environmental, economic, cultural, social and health outcomes for the benefit of the entire District.</i> 	Consistent The assessment of effects in Section 5 , informed by the supporting technical assessments, has demonstrated that: <ul style="list-style-type: none"> ■ the rezoning appropriately takes into account the existing and anticipated character of the receiving environment. It represents an extension of the consented character authorised by RC216016 over the balance of the Site. Furthermore, it has been designed to ensure future development is well integrated with the MRZ character of the immediate receiving environment. ■ the Site is well connected and easily accessible, positioned on two arterial roads. ■ the LFRZ PREC13-enabled activity, being the recognised supermarket and anticipated Mitre 10, will contribute to the range of services available in Rolleston and economic prosperity of the District.
District Wellbeing and Prosperity SD-DI-O2 <i>Selwyn's prosperous economy and community well-being are supported through the efficient use of land, resources, and infrastructure, while ensuring existing activities are protected from incompatible activities and reverse sensitivity effects.</i>	Consistent The Economic Assessment demonstrates the contribution the rezoning will make to the economy of the Selwyn District. The existing and anticipated residential environment will be protected from potentially incompatible activities by the implementation of the ODP and proposed amendments to the PODP provisions.
Vibrant and Viable Centres SD-DI-O5 <i>Selwyn's hierarchy of activity centres are the preferred location for shopping, leisure, cultural, entertainment, and social interaction experiences in accordance with their anticipated role within the Activity Centre Network.</i>	Consistent The rezoning will recognise the Site as part of the District's Activity Centre Network, which already includes the LFRZ along with the other Commercial and Mixed Use Zones. The PODP currently fails to provide sufficient business land to meet the commercial and community needs of a rapidly growing population, particularly in Rolleston. Providing for large format retail activity on the Site, specifically an already consented supermarket and an anticipated trade retail / trade supply store, will not undermine the hierarchy of activity centres, rather it will address a recognised shortfall in the land supply market for this type and form of development. The reference to the "preferred location" is not directive of activity in those existing centres if commercial and community needs can be appropriately met elsewhere without impacting the vibrancy and vitality of the Activity Centre Network.
<i>Infrastructure, Risk and Resilience</i> (Objective SD-IR-O2 is not applicable)	
Community Needs SD-IR-O1 (Under appeal)	Consistent

Relevant Objective and Policies	Assessment
<p><i>The important infrastructure needs of the community are fulfilled, and the operation of important infrastructure is protected from incompatible activities.</i></p>	<p>LFRZ PREC13-enabled development at the Site is able to be supported by existing or planned community infrastructure and will not otherwise compromise the continued operation of community infrastructure.</p> <p>NB. the nature of the appeals (Christchurch International Airport, Fonterra, Horticulture New Zealand, Orion New Zealand and Transpower New Zealand) relating to this objective does not change the assessment of the PPC against the Objective.</p>
<p>Natural Hazards SD-IR-03</p> <p><i>The risk from natural hazards, including the effects of climate change, to people, property, and important infrastructure is either:</i></p> <ol style="list-style-type: none"> <i>1. not increased, other than where necessary to provide for important infrastructure that has no reasonable alternative; or,</i> <i>2. is managed to an acceptable level.</i> 	<p>Consistent</p> <p>Any flood risk can be appropriately addressed at the time of a specific development proposal, such that the risk is not increased or otherwise managed to an acceptable level. This is a commonly accepted approach to development in urban areas subject to identified natural hazard risks.</p>
<p>Mana Whenua Values</p> <p><i>(Objective SD-MWV-O1 is not applicable)</i></p>	
<p>Urban Form and Development</p>	
<p>Well-functioning Urban Environment SD-UFD-O1</p> <p><i>Selwyn has a well-functioning urban environment that enables 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></p>	<p>Consistent</p> <p>The purpose of the rezoning is to provide for a supermarket and a trade retail / trade supply store where there is a recognised shortage of business land capacity in the Selwyn District. LFRZ PREC13-enabled development on the Site will in turn provide for the social and economic wellbeing of the community. The proposed ODP and site-specific amendments to the LFRZ provisions will contribute to a well-functioning urban environment.</p>
<p>Compact and Sustainable Township Network SD-UFD-O2 (Under appeal)</p> <p><i>Urban growth is located:</i></p> <ol style="list-style-type: none"> <i>1. outside Greater Christchurch only within or adjoining existing townships and in a compact and sustainable form that aligns with its anticipated role in the Township Network, while considering the community's needs, natural landforms, cultural values, highly productive land, and physical features; or</i> <i>2. inside Greater Christchurch only within: existing urban areas; Greenfield Priority Areas; or Future Development Areas identified in the Canterbury Regional Policy Statement; unless adding significantly to development capacity and contributing to well-functioning urban environments.</i> 	<p>Consistent</p> <p>The PPC will allow for urban growth within the existing Rolleston urban area.</p> <p>NB. the nature of the appeal (Fonterra) relating to this objective does not change the assessment of the PPC against the Objective.</p>

Relevant Objective and Policies	Assessment
<p><i>Urban Growth and Development SD-UFD-O3 (Under appeal)</i></p> <p><i>There is at least sufficient feasible development capacity to meet expected demands for housing and business activities.</i></p>	<p>Consistent</p> <p>The PPC provides for additional land capacity within Selwyn District for large format retail activity, specifically a trade retail / trade supply store whilst recognising an already consented supermarket on the Site.</p> <p>The Economic Assessment concludes that the scale of loss of residential land capacity is insignificant in the context of the district supply.</p> <p>NB. the nature of the appeal (Christchurch International Airport Ltd) relating to this objective does not change the assessment of the PPC against the objective.</p>
<p><i>Integration of Land Use and Infrastructure SD-UFD-O4 (Under appeal)</i></p> <p><i>Urban growth and development:</i></p> <ol style="list-style-type: none"> <i>1. is well-integrated with the efficient provision, including the timing and funding, of infrastructure; and</i> <i>2. has the ability to manage or respond to the effects of climate change.</i> 	<p>Consistent</p> <p>The PPC can be accommodated by the transport network with minimal change in performance and would not require any change to planned transport infrastructure improvements.</p> <p>Even though the Site is subject to a flood risk, this can be readily addressed at the time of a specific development proposal, as would be the case if the Site was developed for residential purposes in accordance with MRZ.</p> <p>NB. the nature of the appeals (Christchurch International Airport Ltd, Fonterra, and Orion) relating to this objective does not change the assessment of the PPC against the Objective.</p>
<i>Energy, Infrastructure and Transport</i>	
<i>Energy and Infrastructure</i>	
<i>(Objectives EI-O1, EI-O2, EI-O4 and EI-O5; and, Policies EI-P1, EI-P2, EI-P3, EI-P4, EI-P5, EI-P7, EI-P8, EI-P9, EI-P10 and EI-P11 are not applicable)</i>	
<p><i>EI-O3 (Under appeal)</i></p> <p><i>The safe and efficient operation and security of important infrastructure is not compromised by incompatible activities and reverse sensitivity effects.</i></p>	<p>Consistent</p> <p>The PPC will not result in any reverse sensitivity effects on 'important infrastructure', as this term is defined in the PODP, specifically the strategic transport network (as demonstrated in the Integrated Transport Assessment), the Christchurch International Airport (the Site being outside the airport noise contours, and the LFRZ not enabling of noise sensitive activities), telecommunication and electricity networks, and Councils 3-waters networks.</p> <p>NB. the nature of the appeals (Horticulture New Zealand and Transpower) relating to this objective does not change the assessment of the PPC against the objective.</p>
<p><i>Energy and Infrastructure EI-P6 (Under appeal)</i></p> <p><i>Avoid incompatible activities that may affect or cause reverse sensitivity effects on the efficient operation, maintenance, repair, replacement, upgrading, renewal, or development of important infrastructure and renewable electricity generation unless the activity is located:</i></p> <ol style="list-style-type: none"> <i>1. at a distance or in a position that does not adversely affect the important infrastructure or renewable electricity generation activity; and</i> <i>2. in a position that does not obstruct access to important infrastructure as required for operation, maintenance,</i> 	<p>Consistent</p> <p>The Site is not in a location where activities will affect or cause reverse sensitivity effects on 'important infrastructure' and 'renewable electricity generation', as these terms are defined in the PODP.</p>

Relevant Objective and Policies	Assessment
<i>repair, replacement, upgrading, renewal, development or emergency purposes.</i>	
Transport (Policies TRAN-P1, TRAN-P2, TRAN-P4, TRAN-P8, TRAN-P10, TRAN-P12 and TRAN-P13 are not applicable)	
Transport TRAN-O1 <i>People and places are connected through safe, efficient and effective land transport corridors and land transport infrastructure for all transport modes, which are well integrated with land use activities and subdivision development and reduce dependency on private motor vehicles.</i>	Consistent The proposed ODP, combined with the existing transport provisions of the PODP, will ensure that LFRZ PREC13-enabled development of the Site will integrate with planned and future development through suitable access locations and integration with the consented supermarket. The Site can be conveniently accessed by those walking, cycling and using public transport.
Transport TRAN-O2 <i>Land transport corridors and land transport infrastructure are protected from incompatible land use activities and subdivision development.</i>	Consistent The proposed ODP, combined with the existing transport provisions of the PODP and subsequent resource consent process (high trip generating activity), will protect Lincoln Rolleston Road and Levi Road from inappropriate access or incompatible traffic generation.
Transport TRAN-O3 <i>Land transport corridors and land transport infrastructure support the needs of people and freight, while ensuring adverse effects on the surrounding environment from their establishment and operation are managed.</i>	Consistent The existing road network has the capacity to meet the transport-related needs of LFRZ PREC13-enabled development on the Site.
Integrated land use, subdivision, and transport planning TRAN-P3 <i>Require Integrated Transport Assessments to assess the effects of high trip generating activities on the surrounding land transport network to:</i> <ol style="list-style-type: none"> <i>1. Maintain the safety and efficiency of land transport infrastructure by ensuring there is sufficient capacity in land transport corridors and</i> <i>2. Establish whether the high trip generating activity can be supported by active transport modes, including accessibility to safe and convenient walking and cycling connections and access to public transport and public transport facilities.</i> 	Consistent The PODP's existing transport provisions will ensure that trade retail / trade supply activity enabled by LFRZ on the Site will be subject to a development-specific ITA and assessment through the resource consent process, including discretion to consider matters of access, vehicle loading and servicing deliveries, and the safety, efficiency and accessibility of the transport network.
Transport choice TRAN-P5 <i>Promote a range of transport options to reduce the number of trips and distances travelled in private motor vehicles by:</i> <ol style="list-style-type: none"> <i>1. Encouraging land use activities and subdivision development to include connected walking and cycling networks and access to public</i> 	Consistent The Site is well located in relation to the strategic road network and wider local road network for safe and convenient access by all network users.

Relevant Objective and Policies	Assessment
<p><i>transport and public transport facilities, including within and between townships; and</i></p> <ol style="list-style-type: none"> 2. <i>Managing the design, layout and function of new land transport infrastructure to ensure they integrate with existing and future land transport corridors,</i> 3. <i>Ensuring land use activities, where necessary, provide an adequate amount of safe, secure and convenient cycle parking.</i> 	
<p>Transport choice TRAN-P6</p> <p><i>Enable safe, multi-modal connections that support walking, cycling, and access to public transport and public transport facilities through land use activities and subdivision development that:</i></p> <ol style="list-style-type: none"> 1. <i>Establish levels of service and multi-modal transport options based on the network road classifications, including the provision of strategic level walking and cycling connections where they are identified in Development Plans or ODP;</i> 2. <i>Encourage residential blocks to be small, navigable and convenient to move around through legible, convenient and attractive walking and cycling routes to public transport facilities and between residential areas, business centres, community facilities, recreation space and local services;</i> 3. <i>Manage the number and design of cul de sacs, rear sites and accessways;</i> 4. <i>Provide for the interaction between vehicle access and manoeuvring, loading and parking areas when determining on-site pedestrian and cycling routes; and</i> 5. <i>Align street layouts to maximise views and landscape features to promote attractive streets.</i> 	<p>Consistent</p> <p>The resource consent process that any future trade retail / trade supply proposal will be required to follow provides the appropriate mechanism to assess provision for transport choice. The proposed ODP guides the provision of transport connections to the adjacent transport network and within the Site, and any future development will be required to be in general accordance with the ODP.</p>
<p>Recognising and protecting land transport networks and systems TRAN-P7</p> <p><i>Recognise and protect the function of the District's land transport network and systems by managing land use activities and subdivision development to ensure the safe and efficient movement of people and goods by:</i></p> <ol style="list-style-type: none"> 1. <i>Avoiding significant adverse effects and minimising other adverse effects</i> 	<p>Consistent</p> <p>The Site is well located in relation to the strategic road network and wider local road network for safe and convenient access by all network users. The requirement for an ITA to support any future resource consent application provides the opportunity for the transport-related effects of a trade retail / trade supply development (in conjunction with the PAK'nSAVE) to be assessed, scrutinised and determined in the context of the receiving environment.</p>

Relevant Objective and Policies	Assessment
<p><i>from activities on the safe, efficient and effective operation of land transport corridors and land transport infrastructure, particularly where it may reduce safe and efficient traffic flows within the strategic transport network and links with Christchurch City;</i></p> <ol style="list-style-type: none"> <i>2. Ensuring land transport corridors and land transport infrastructure can efficiently and effectively provide for the volume and type of transport movements based on the network road classifications; and</i> <i>3. Requiring the design, positioning, and maintenance of accessways, corner splays, vehicle crossings, intersections, footpaths, plantings, and signs to ensure appropriate sightline visibility is provided to road users to support safe and efficient vehicle, pedestrian, and cycle movements.</i> 	
<p><i>Recognising and protecting land transport networks and systems TRAN-P9</i></p> <p><i>Manage the design and layout of on-site parking areas and loading facilities to maintain the safe and efficient operation of land transport corridors and land transport infrastructure.</i></p>	
<p><i>Recognising and protecting land transport networks and systems TRAN-P11</i></p> <p><i>Manage vehicle access, vehicle crossings and manoeuvring areas to maintain the safe and efficient operation of land transport corridors and land transport infrastructure by:</i></p> <ol style="list-style-type: none"> <i>1. Requiring all sites to have access to a road and to ensure that this access is constructed to the appropriate formation standards and is compatible with the network road classification;</i> <i>2. Avoiding the need to reverse vehicles onto the strategic transport network;</i> <i>3. Avoiding the establishment of new accessways and vehicle crossings to roads that require access across a rail line; and</i> <i>4. Minimising the need to reverse onto Collector Roads through the provision of appropriate on-site manoeuvring areas.</i> 	

Relevant Objective and Policies	Assessment
<i>Hazards and Risks</i>	
<i>Urban Growth</i>	
<i>(Policies UG-P1, UG-P2, UG-P3, UG-P4, UG-P5, UG-P6, UG-P8, UG-P9, UG-P11, UG-P12, UG-P13, UG-P14, and UG-P16 are not applicable)</i>	
<p><i>Urban Growth UG-O1</i></p> <p><i>Urban growth is provided for in a strategic manner that:</i></p> <ol style="list-style-type: none"> <i>1. achieves attractive, pleasant, high quality, and resilient urban environments;</i> <i>2. achieves the built form, amenity values and character anticipated within each residential, kainga nohoanga, or business area;</i> <i>3. recognises and protect identified Heritage Sites, Heritage Settings, and Notable Trees;</i> <i>4. protects the health and well-being of water bodies, freshwater ecosystems, and receiving environments;</i> <i>5. provides for urban intensification and redevelopment of existing urban sites;</i> <i>6. integrates with existing residential neighbourhoods, commercial centres, industrial hubs, inland ports, or knowledgeable areas;</i> <i>7. is coordinated with the provision of available infrastructure, the strategic transport network, and utilities, including land transport infrastructure;</i> <i>8. enables people and communities, now and future, to provide for their needs, their wellbeing, and their health and safety;</i> <i>9. does not constraint the efficient operation, use development, appropriate upgrading, and safety of important infrastructure; and</i> <i>10. does not compromise or foreclose the use of highly productive land for rural production.</i> 	<p>Consistent</p> <p>Based on the assessment undertaken in Section 5, and the supporting technical assessments, the proposed rezoning will:</p> <ol style="list-style-type: none"> 1. Deliver an attractive, pleasant, high quality, and resilient urban environment; 2. Maintain and enhance the amenity values and character anticipated within the existing and anticipated residential environment surrounding the Site; 3. Be well coordinated with available infrastructure and utilities, including land transport infrastructure; 4. Enable people and communities, now and in future, to provide for their wellbeing, and their health and safety; 5. Allow for connections into the transport network as well as the provision of internal movement for pedestrian and motorists.

Relevant Objective and Policies	Assessment
<p>Urban Growth UG-O2</p> <p><i>Townships maintain a consolidated and compact urban form to support</i></p> <ol style="list-style-type: none"> <i>1. accessible, sustainable and resilient residential neighbourhoods, commercial centres, industrial hubs, inland ports, or knowledge areas;</i> <i>2. the role and function of each urban area within the District's Township Network and the economic and social prosperity of the District's commercial centres; and</i> <i>3. the efficient servicing of townships and integration with existing and planned infrastructure.</i> 	<p>Consistent</p> <p>Based on the assessment undertaken in Section 5, and the supporting technical assessments, the proposed rezoning supports:</p> <ol style="list-style-type: none"> 1. accessible, sustainable and resilient commercial centres through its location at the corner of two arterial roads, near the Rolleston Town Centre and surrounded by existing and growing residential areas. 2. the role and function of the Rolleston urban area and the District's commercial centres; and 3. efficient servicing of townships and integration with existing and planned infrastructure.
<p>Urban Growth UG-O3</p> <p><i>There is sufficient feasible housing and sufficient business development capacity within Greater Christchurch to ensure:</i></p> <ol style="list-style-type: none"> <i>1. the housing bottom lines are met;</i> <i>2. a wide range of housing types, sizes, and densities are available to satisfy social and affordability needs and respond to demographic change; and</i> <i>3. commercial and industrial growth is supported by a range of working environments and places to appropriately locate and operate businesses consistent with the District's Activity Centre Network.</i> 	<p>Consistent</p> <p>There is insufficient business development capacity in the District's Activity Centre Network to accommodate a trade retail and supplier business, like Mitre 10. The Economic Assessment has assessed the loss of housing supply as a result of the PPC as insignificant.</p>
<p>Urban Form UG-P7</p> <p><i>Any new urban areas shall deliver the following urban form and scale outcomes:</i></p> <ol style="list-style-type: none"> <i>1. township boundaries maintain a consolidated and compact urban form;</i> <i>2. the form and scale of new urban areas support the settlements role and function within the District's Township Network;</i> <i>3. the natural features, physical forms, opportunities, and constraints that characterise the context of individual locations are identified and addressed to achieve appropriate land use and subdivision outcomes, including where these considerations are identified in any relevant Development Plans; and</i> <i>4. the extension of township boundaries along any strategic transport network is discouraged where it would adversely affect the safe efficient and effective functioning of the network, including</i> 	<p>Consistent</p> <p>The Site is located within the Rolleston Township Boundary and an existing urban zone. In this regard, the PPC does not seek to change the township boundary nor does it relate to the development of a new urban area. Rather, it seeks to acknowledge the consented PAK'nSAVE (an urban activity) and provide for a trade retail / trade supply store (an urban activity) within Rolleston's existing township boundaries and urban area.</p>

Relevant Objective and Policies	Assessment
<i>the ability to support freight and passenger transport services, or would foreclose the opportunity for the development of the network to meet planned strategic transport requirements.</i>	
<p>Urban Form UG-P10</p> <p><i>Ensure the establishment of high-quality urban environments by requiring that new urban areas:</i></p> <ol style="list-style-type: none"> <i>1. achieve the built form, amenity values and character anticipated within each township and the outcomes identified in any relevant Development Plan;</i> <i>2. recognise and protect Heritage Sites, Heritage Settings, and Notable Trees; and</i> <i>3. preserve the rural amenity values at the interface between rural and urban environments through appropriate landscape mitigation, densities or development controls.</i> 	<p>Consistent</p> <p>The proposed ODP, combined with the proposed amendments to the PODP provisions, will ensure that LFRZ-enabled development on the Site achieves the outcomes sought by this policy.</p>
<p>Business Growth – Greater Christchurch area UG-P15</p> <p><i>Any new areas to support commercial activities, industrial activities, or activities provided for in the Port Zone or Knowledge Zone in the Greater Christchurch area shall only occur where:</i></p> <ol style="list-style-type: none"> <i>1. a BDCA and FDS demonstrates a need for additional suitable development capacity within the township and the additional suitable development capacity supports the rebuild and recovery of Greater Christchurch;</i> <i>2. the land is identified within a relevant Development Plan or consolidated within or adjoining a Key Activity Centre, an existing General Industrial Zone, Port Zone or Commercial and Mixed Use Zone;</i> <i>3. a diverse range of services and opportunities is provided for to respond to the social and economic needs identified in a BDCA, FDS or any relevant Development Plan;</i> <i>4. the type, scale and function of new commercial areas are consistent with the Activity Centre Network and the needs of the catchment that the activities serve;</i> <i>5. the location, dimensions and characteristics of the land are appropriate to support activities, community facilities and public</i> 	<p>Consistent</p> <p>The proposed rezoning will create a new area to support a trade retail / trade supply store alongside the consented PAK'nSAVE.</p> <p>The Economic Assessment recognises the need for additional suitable development capacity within the Rolleston Township for a large format hardware, building, and garden retail supply store.</p> <p>The Site is considered an appropriate location and size for LFRZ to recognise the consented PAK'nSAVE and enable a similarly large floorplate trade retail / trade supply store to establish alongside in a complementary and integrated manner.</p> <p>The proposed LFRZ PREC13 provisions will effectively limit development on the Site to a supermarket (as already consented) and a trade retail / trade supply store, which will complement the diverse range of activities and services in the other Commercial and Mixed Used Zones (noting the lack of available land for these large format activities in the TCZ).</p> <p>The LFRZ PREC13-enabled activities will respond to the pressing need for a trade retail / trade supplier store in the Selwyn District to service the growing residential catchment.</p> <p>The location, dimensions, characteristics and context of the Site are appropriate to support the LFRZ-enabled activities.</p> <p>The proposed ODP will effectively guide future development requirements for the Site.</p>

Relevant Objective and Policies	Assessment
<p><i>spaces where these are anticipated by the land use zone; and</i></p> <p>6. <i>an ODP is prepared that addresses the relevant matters listed in UG-ODP Criteria and incorporated into this Plan before any subdivision proceeds.</i></p>	
<p>Urban intensification and redevelopment UG-P17</p> <p><i>Encourage the intensification of urban activities or redevelopment of existing land within urban zones to assist in supporting the district's urban growth needs, including through the implementation of an adopted Urban Intensification Plan or any relevant Development Plan, to:</i></p> <ol style="list-style-type: none"> <i>1. Minimise the loss of the rural land resource, particularly highly productive land;</i> <i>2. Maintain the effective and efficient use of infrastructure and the strategic transport network;</i> <i>3. Support housing choice, increase the availability of affordable housing and enable economically resilient and diverse commercial centres, including by providing mixed use activities in Key Activity Centres' or Local Centre Zones.</i> <i>4. Promote consolidated and compact townships that support resilient, diverse and self-sufficient settlements;</i> <i>5. Promote the regeneration of buildings and land;</i> <i>6. Achieve higher residential densities in and around Key Activity Centres, Town Centres, Core Public Transport Routes and in locations where there is safe and convenient access to public transport and public transport facilities; and</i> <i>7. Achieve higher floor area ratios in the Commercial and Mixed Use Zone and General Industrial Zone to optimise the use of commercial and industrial land; and</i> <p><i>7A. Provide for the functional need of commercial activities to be located accessibly in relation to the residential catchment they serve,</i></p> <p><i>Provided that urban intensification or redevelopment does not:</i></p> <ol style="list-style-type: none"> <i>8. generate adverse amenity effects on surrounding environment; or</i> 	<p>Consistent</p> <p>The Site is currently zoned for urban development so will not result in the loss of the rural land resource.</p> <p>The rezoning will not compromise the effective and efficient use of infrastructure and the strategic transport network.</p> <p>The rezoning will not undermine the safe, efficient or cost-effective operation of infrastructure or utility services.</p> <p>The PPC responds to the pressing demand for suitably zoned business land in the District to accommodate a trade retail / trade supplier store conveniently and appropriately located in relation to the residential catchment it will serve.</p>

Relevant Objective and Policies	Assessment
<p>9. <i>undermine the safe, efficient or cost-effective operation of infrastructure or utility services; or</i></p> <p>10. <i>generate reverse sensitivity effects on important infrastructure.</i></p>	
Commercial and Mixed Use Zones	
<p>CMUZ-O1</p> <p><i>The 'Commercial and Mixed Use Zones' provide for the District's commercial needs based on a hierarchy that has the Town Centre Zone as the prime commercial and community focal point, supported by the Local Centre Zone, Neighbourhood Centre Zone, and Large Format Retail Zone.</i></p>	<p>Consistent</p> <p>LFRZ for the Site, and the proposed amendments that provide certainty as to the future development outcome, will ensure the hierarchy of the Key Activity Centres is maintained.</p>
<p>CMUZ-O2</p> <p><i>Activities within the Local Centre Zone, Neighbourhood Centre Zone, and Large Format Retail Zone do not undermine the viability and function of the Town Centre Zone.</i></p>	<p>Consistent</p> <p>The Economic Assessment demonstrates that the PPC will not undermine the function and viability of the Rolleston TCZ.</p>
<p>CMUZ-O3</p> <p><i>Commercial activities are not undermined by incompatible activities.</i></p>	<p>Consistent</p> <p>The PPC includes provisions specific to the Site location, to provide for the protection for the amenity of the neighbouring properties, and to ensure there is no future incompatibility that may undermine the proposed LFRZ.</p>
<p>CMUZ-O4</p> <p><i>The 'Commercial and Mixed Use Zones' reflect good urban design principles by providing pleasant places to be with attractive and functional buildings and public spaces.</i></p>	<p>Consistent</p> <p>The proposed LFRZ PREC13 provisions require resource consent (restricted discretionary activity) for all buildings, subject to urban design matters of discretion (<i>CMUZ-MAT6</i>), enabling development-specific urban design assessment. Appropriate site layout elements and landscaping provisions are incorporated into the ODP.</p>
<p>CMUZ-O5</p> <p><i>'Commercial and Mixed Use Zones' maintain appropriate levels of amenity within the zone and at the interface with residential zones.</i></p>	<p>Consistent</p> <p>Existing LFRZ provisions relating to landscaping, setbacks and built form controls are retained, with site-specific amendments to ensure that future development on the Site maintains appropriate levels of amenity within the Site and at the interface with the MRZ.</p>
<p>CMUZ-O6</p> <p><i>That the scale and density of development in 'Commercial and Mixed Use Zones' is proportionate to the function of the applicable zone and reinforces that centres are focal points for the community.</i></p>	<p>Consistent</p> <p>The PPC retains LFRZ provision relating to the scale of development, ensuring that a limited number of large floor area activities can establish on the Site. The provisions ensure that the TCZ will remain the focal point for the Rolleston community.</p>
<p>Character and Function of Commercial Zones CMUZ-P1</p> <p><i>Avoid activities locating within any 'Commercial and Mixed Use Zone' that have effects that are incompatible with the character and function of that zone; and where located in a Local Centre,</i></p>	<p>Consistent</p> <p>The proposed LFRZ PREC13 provisions are considered compatible with the character and function of the LFRZ. The Economic Assessment concludes that the proposed rezoning would not adversely affect the viability and function of the Rolleston TCZ.</p>

Relevant Objective and Policies	Assessment
<i>Large Format Retail or Neighbourhood Centre Zone are of a scale or nature that would adversely affect the viability and function of the Town Centre Zone, including individual and cumulative adverse retail distributional and urban form effects.</i>	
<p><i>Character and Function of Commercial Zones CMUZ-P2</i></p> <p><i>Enable commercial and retail activities in commercial zones that contribute to the function, amenity, and vitality of the zone.</i></p>	<p>Consistent</p> <p>The LFRZ currently provides for supermarkets and trade retail / trade supply activities as permitted activities, recognising the contribution these commercial and retail activities make to the function, amenity and vitality of the zone. Adopting LFRZ for the Site, with an ODP that recognises the consented PAK'nSAVE and the intended trade retail / trade supplier store, is consistent with this policy.</p>
<p><i>Urban Design CMUZ-P5</i></p> <p><i>Maintain the amenity and aesthetic values of the 'Commercial and Mixed Use Zones' and surrounding residential areas, by:</i></p> <ol style="list-style-type: none"> <i>1. Managing the visual effects from the outdoor storage of goods; and</i> <i>2. Ensuring that buildings and structures do not unduly shade or dominate adjoining residential zoned properties</i> 	<p>Consistent</p> <p>The proposed ODP and amendments to the LFRZ provisions specific to the Site will help guide the management of adverse visual effects from future developments on the Site at the time of resource consent.</p>
LFRZ - Large Format Retail Zone	
<p>LFRZ-01</p> <p><i>The Large Format Retail Zone provides primarily for retail activities with large floor or yard areas.</i></p>	<p>Consistent</p> <p>The purpose of the rezoning is directly aligned with this policy.</p>
<p>LFRZ-P1</p> <p><i>Enable retail activities with large floor or yard areas, trade retail and food and beverage activities to establish and operate within the Large Format Retail Zone.</i></p>	<p>Consistent</p> <p>The PPC provides for the consented supermarket (large floor retail activity >6,000m²) and a large floor trade retail store (>6,000m²) with integrated café. Food and beverage activities not accessory to the trade retail store are not considered appropriate as a permitted activity on the Site in the interest of maintaining the function, role and vitality of the Rolleston TCZ.</p>
<p>LFRZ-P2</p> <p><i>Mitigate the visual dominance of buildings in the Large Format Retail Zone by ensuring that buildings are setback an appropriate distance from road boundaries and requiring a landscaped area along the road frontage of the site.</i></p>	<p>Consistent</p> <p>The combination of existing and amended LFRZ provisions, proposed ODP, and subsequent resource consent process ensures that future development will be appropriately designed, located and landscaped to minimise visual dominance.</p>

Relevant Objective and Policies	Assessment
<p>LFRZ-P3</p> <p><i>Avoid compromising the function, role and vitality of the Town Centre Zone beyond those effects ordinarily associated with trade competition by managing the scale and type of commercial activities, visitor accommodation, and community activities within the Large Format Retail Zone</i></p>	<p>Consistent</p> <p>The Economic Assessment demonstrates that the proposed rezoning will not compromise the function, role and vitality of the Rolleston TCZ.</p>

6.3 Assessment of Efficiency and Effectiveness of the Plan Change

In determining what is ‘most appropriate’ under Section 32 of the RMA, several options often need to be considered for effectiveness and efficiency. As a minimum, the proposed objectives should be assessed against the alternative of doing nothing.

Efficiency and effectiveness are not defined in the RMA. MfE, in their guide to Section 32 of the RMA, notes ‘effectiveness’ as assessing the contribution new provisions make towards achieving the objective, and how successful they are likely to be in solving the problem they were designed to address. ‘Efficiency’ is noted as measuring whether the provisions will be likely to achieve the objective at the total lowest cost to all members of society, or achieves the highest net benefit to all of society. The assessment of efficiency and effectiveness under the RMA involves the inclusion of a broad range of costs and benefits, many intangible and non-monetary. Although assessing different things, effectiveness and efficiency are closely interconnected as they are both aimed at assessing what the most appropriate policy choice is.

In coming to a determination as to the above, an analysis has been undertaken to consider the alternatives available, with these identified as follows:

- **Option 1:** Do nothing (leave the Site zoned MRZ);
- **Option 2:** Resource consent (apply for a resource consent to establish a trade retail / trade supply activity within the southern part of the Site);
- **Option 3:** Re-zone the Site to LFRZ with specific precinct provisions as proposed (**the preferred option**).
- **Option 4:** Rezone the Site to LFRZ without refinements to the existing PODP provisions.

The following analysis considers the appropriateness, costs and benefits, and the efficiency and effectiveness of the proposed rezoning compared with the alternative options identified. The following section details the results of this analysis.

6.3.1 Option 1: Do Nothing

Table 6-2 Benefits and Costs of Option 1 – Leave the Site zoned MRZ

Benefits	Costs
<ul style="list-style-type: none"> ■ The land remains available for housing development and contributes to housing supply in the Selwyn District. Noting the implementation of the consented PAK’nSAVE, this benefit is limited to the southern 3 ha of the Site. ■ Zoning remains consistent with amenity outcomes for the locality. 	<ul style="list-style-type: none"> ■ The MRZ provisions are generally not supportive of the establishment of trade retail and trade supply activity and regard it as a non-complying activity. ■ A likely consequence of the above point is it will discourage developer(s) pursuing the development of a large format trade retail store on the Site. There are economic costs in terms of jobs and reduced retail diversity in the District.

<ul style="list-style-type: none"> ■ Linkages between existing and future residential areas are maintained. 	<ul style="list-style-type: none"> ■ The MRZ would remain inconsistent with the consented supermarket development, as Foodstuffs' ownership and implementation of its consent effectively preclude residential development being realised on the northern portion of the Site. Under the MRZ, supermarkets are a non-complying activity and discouraged where they are more appropriately located in commercial zones; and ■ The PODP has not delivered additional LFRZ land within Selwyn District, despite there being only one LFRZ location north of State Highway 1 and the recognised shortage of sufficient business land capacity. ■ Selwyn residents continue to travel to Christchurch to shop at trade retail and trade supply businesses. There is an economic cost, as well as increased transport movements.
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6.3.2 Option 2: Resource Consent

Table 6-3 Benefits and Costs of Option 2 – Apply for a Resource Consent

Benefits	Costs
<ul style="list-style-type: none"> ■ Allows a specific development proposal to be assessed by Council on its merits. ■ Council has the ability to place specific controls on the development through consent conditions that may not be possible through a plan change. 	<ul style="list-style-type: none"> ■ There are significant economic costs associated with the resource consent process and a high degree of uncertainty and difficulty that consent would be obtained considering the non-complying status of the activity. These costs are unwarranted when the technical assessments confirm that the potential adverse effects of the PPC can be appropriately remedied and mitigated. ■ Less flexibility in being able to develop the land. ■ Consent will be required if future owners of the land were to alter uses beyond what is permitted in the District Plan or already consented.

6.3.3 Option 3: Rezone the Site to LFRZ with Specific Precinct Provisions

Table 6-4 Benefits and Costs for Option 3 – Rezone the Site as proposed

Benefits	Costs
<ul style="list-style-type: none"> ■ Recognises the commercial environment established by the consented PAK'nSAVE and enables the future intended trade retail and supply store. ■ Council can more fully assess a specific development proposal through a resource consent process with more detail provided as part of a consent application. ■ Provides additional business development land, meeting an identified need, and without adverse effect on the Rolleston TCZ. The range of available business development land in Rolleston is expanded. ■ Economic benefit to the developer from being able to develop the land with some certainty and to establish a zone-enabled business. 	<ul style="list-style-type: none"> ■ Removes approximately 3ha of potential housing development land, noting removal of the northern portion of the Site from residential supply has already been deemed acceptable through the grant of the PAK'nSAVE consent. ■ Reduces linkages between residential land to the east (noting the PAK'nSAVE already does this, which was deemed appropriate through the grant of consent).

<ul style="list-style-type: none"> ■ Provides employment opportunities and contributes to the district economy as outlined in the Economic Assessment. ■ Provides Selwyn residents with an increased diversity of retail offerings, and reduction in transport movements and economic loss to Christchurch District. ■ The underlying zoning is consistent with the consented PAK'nSAVE and will allow for future maintenance and upgrade works to proceed without unreasonable consenting requirements. ■ Provides a rule framework that enables development outcomes on the Site while appropriately managing the amenity of adjoining residential zones. 	
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6.3.4 Option 4: Rezone the Site to LFRZ with no refinement to existing PODP provisions

Table 6-5 Benefits and Costs for Option 4 – Rezone the Site with no refinement to existing PODP provisions

Benefits	Costs
<ul style="list-style-type: none"> ■ Recognises the commercial environment established by the consented PAK'nSAVE and enables the future intended trade retail and supply store. Resource consent would not be required to establish a trade retail and trade supply store on the Site, providing an economic and regulatory benefit to the developer. ■ Provides additional business development land, meeting an identified need. The range of available business development land in Rolleston is expanded. ■ Provides employment opportunities and contributes to the district economy as outlined in the Economic Assessment. ■ Provides Selwyn residents with an increased diversity of retail offerings, and may reduce transport movements and economic loss to Christchurch District. ■ The underlying zoning is consistent with the consented PAK'nSAVE and will allow for future maintenance and upgrade works to proceed without unreasonable consenting requirements. 	<ul style="list-style-type: none"> ■ Removes approximately 3ha of potential housing development land, noting removal of the northern portion of the Site from residential supply has already been deemed acceptable through the grant of the PAK'nSAVE consent. ■ Reduced certainty of the development outcome due to the nature and range of permitted activities and lack of an ODP that reflects LFRZ-enabled development. ■ May reduce linkage between residential land to the east and west. ■ Reduced scope to manage the potential amenity effects of LFRZ-enabled activity on surrounding residential land use as the range of permitted activities could be established without resource consent. ■ Inconsistency with the terms of the PAK'nSAVE consent. This development could proceed under the LFRZ provisions without implementing some of the mitigation which was tested through a public process and deemed necessary in the context of the surrounding environment. ■ May result in an outcome that does not protect adjacent residential amenity, detracting from the character of the surrounding area. ■ LFRZ rule framework may allow development of retail activities in a manner that may adversely impact the Key Activity Centre network and the Rolleston TCZ in particular.

6.4 The Preferred Option

The above assessment indicates that the costs of options 1, 2 and 4 outweigh the benefits. Option 3, the PPC, is the preferred option as the benefits outweigh the costs.

Option 3, incorporating the LFRZ rezoning, the proposed ODP and the recommended amendments to the PODP provisions, is considered to be the most effective and efficient means of achieving the objective of the

PPC, which is to recognise the commercial environment established by the consented PAK'nSAVE and enable the establishment of the intended trade retail and trade supply store. The proposed LFRZ provisions have been designed to ensure the development outcome enabled by the rezoning contributes to the diversity of retail offerings in the District and provides economic benefits, while appropriately maintaining compatibility with the amenity of the existing and anticipated residential environment in its surrounds. Overall, the PPC will contribute to a well-functioning urban environment.

6.5 Risks of Acting or Not Acting

The supporting technical evidence does not identify any fundamental risks of the PPC and confirms the suitability of the Site for large format supermarket and trade retail development. This information has been provided at a level of detail that is appropriate to a rezoning proposal, however further detailed technical investigation on an actual development of the southern part of the Site has not yet been undertaken. This creates a risk in relation to acting, however it is small as a resource consent process will be required for any development proposal, at which time matters of building form, scale and design, traffic generation and vehicle access, operational noise and landscaping will be assessed. The further assessment that will be required to be undertaken through the resource consent process provides appropriate management of this risk.

Risks associated with not acting includes the perpetual shortfall of suitable and available business-ready land in Rolleston for the type of large floorplate activities the subject of the PPC. This is contrary to the Council's obligations under the NPS-UD to provide sufficient business land capacity.

6.6 Conclusion

Overall, the PPC is considered the most appropriate way, having had regard to matters of efficiency and effectiveness, to achieve the objective of the proposal than the alternatives considered above. On this basis, the PPC is considered to be an appropriate, efficient and effective means of achieving the purpose of the RMA. Put simply, the LFRZ will better reflect the consented environment and the intended future use of the Site than the MRZ and is considered the most appropriate zone.

7 Consultation and Engagement

The Fourth Schedule specifies that an AEE should include:

Identification of the persons affected by the proposal, the consultation undertaken, if any, and any response to the views of any person consulted (Clause 1(h)).

This obligation to report on the consultation undertaken is further clarified by Clause 1AA of the Fourth Schedule which states:

To avoid doubt, clause 1(h) obliges an applicant to report as to the persons identified as being affected by the proposal, but does not oblige the applicant to consult with any person; or create any ground for expecting that the applicant will consult with any person.

Foodstuffs and their consultants undertook extensive consultation with Selwyn District Council staff in relation to the PAK'nSAVE consent application, from pre-application meetings, through the processing of the application and RFI matters, to the publicly notified hearing process. Throughout, Foodstuffs' intentions were to achieve a mutually acceptable development outcome that appropriately balanced the functional and operational requirements of the supermarket with the anticipated environmental outcomes for the Site's location.

The public notification process also provided the opportunity for other government bodies (e.g. Environment Canterbury, NZ Transport Agency) and iwi (through Mahaanui Kuataiao) to be involved in the process. None submitted and no associated matters arose in the consideration of the application.

A total of 49 submissions were received on the consent application – 22 in support and 27 in opposition. Matters raised in submissions were considered and addressed throughout the course of the hearing, the drafting of consent conditions, and ultimately through the decision to grant consent.

Foodstuffs also made submissions on the PSDP and Variation 1 as part of the District Plan Review Process, including a submission seeking the rezoning of the Site to an appropriate commercial zoning. The District Plan Review was open and accessible to public participation through the submission process. There were no further submissions on the relief sought by Foodstuffs' through its submissions. Foodstuffs' representation at the Hearing of its rezoning request included company evidence from both Foodstuffs and Smiths Hardware Limited, and technical evidence covering economics, transport, urban design, acoustics, landscape, architectural and planning matters. All evidence was made publicly available on Council's website. As noted in **Section 1.4** of this report, Foodstuffs' submission was determined by the Hearings Panel as being 'out of scope' of Variation 1, and as a consequence the Panel did not proceed to consider the merits of the submission.

In November 2023 Foodstuffs met with SDC's Planning staff to discuss the prospect of a private plan change request to rezone the Site to LFRZ, as sought through Foodstuffs' submission on Variation 1.

8 Statutory Framework

8.1 Framework for Plan Change Requests

Under Clause 22 of the First Schedule, a Plan Change request must:

- Explain the purpose and reasons for the request;
- Assess environmental effects, taking into account the provisions of the Fourth Schedule of the RMA, in such detail as corresponds with the scale and significance of actual or potential environmental effects anticipated from implementation of the requested Plan Change; and
- Contain an evaluation under Section 32 of the RMA for any objectives, policies, rules or other methods proposed.

The purpose of and reasons for this request have been outlined in **Section 1** of this report. These are further supported by the accompanying Assessment of Effects (**Section 5**) and Section 32 evaluation (**Section 6**).

Regards is also given to the matters set out in Sections 74 and 75 of the RMA in relation to decision making by territorial authorities. Matters raised in these sections that are relevant to this PPC are as follows:

8.1.1 S74 – Matters to be considered by Territorial Authority

- (1) *A territorial authority must prepare and change its district plan in accordance with —*
 - (a) *its functions under Section 31; and*
 - (b) *the provisions of Part 2; and*
 - (c) *a direction given under Section 25A(2); and*
 - (d) *its obligation (if any) to prepare an evaluation report in accordance with Section 32; and*
 - (e) *its obligation to have particular regard to an evaluation report prepared in accordance with Section 32; and*
 - (ea) *a national policy statement, a New Zealand coastal policy statement, and a national planning standard; and*
 - (f) *any regulations.*
- (2) *In addition to the requirements of Section 75(3) and (4), when preparing or changing a district plan, a territorial authority shall have regard to—*
 - (a) *any—*
 - (i) *proposed regional policy statement; or*
 - (ii) *proposed regional plan of its region in regard to any matter of regional significance or for which the regional council has primary responsibility under Part 4; and*
 - (b) *any—*
 - (i) *management plans and strategies prepared under other Acts; and*
 - (iia) *relevant entry on the New Zealand Heritage List/Rārangī Kōrero required by the Heritage New Zealand Pouhere Taonga Act 2014; and*
 - (iii) *regulations relating to ensuring sustainability, or the conservation, management, or sustainability of fisheries resources (including regulations or bylaws relating to taiapure, mahinga mataitai, or other non-commercial Maori customary fishing); and*
 - (iv) *relevant project area and project objectives (as those terms are defined in section 9 of the Urban Development Act 2020), if section 98 of that Act applies,—*
to the extent that their content has a bearing on resource management issues of the district; and

- (c) *the extent to which the district plan needs to be consistent with the plans or proposed plans of adjacent territorial authorities; and*
- (d) *any emissions reduction plan made in accordance with section 5ZI of the Climate Change Response Act 2002; and*
- (e) *any national adaptation plan made in accordance with section 5ZS of the Climate Change Response Act 2002.*
- (2A) *A territorial authority, when preparing or changing a district plan, must take into account any relevant planning document recognised by an iwi authority and lodged with the territorial authority, to the extent that its content has a bearing on resource management issues of the district.*
- (3) *In preparing or changing district plan, a territorial authority must not have regard to trade competition or the effects of trade competition.*

8.1.2 S75 – Contents of District Plans

- (3) *A district plan must give effect to—*
 - (a) *any national policy statement; and*
 - (b) *any New Zealand coastal policy statement; and*
 - (ba) *a national planning standard; and*
 - (c) *any regional policy statement.*
- (4) *A district plan must not be inconsistent with—*
 - (a) *a water conservation order; or*
 - (b) *a regional plan for any matter specified in Section 30(1).*
- (5) *A district plan may incorporate material by reference under Part 3 of Schedule 1.*

8.2 Plan Change Consistency with S74 and S75 RMA

Sections 74 and 75 of the RMA require an analysis of the PPC in the context of giving effect to, and being consistent with, Part 2 and relevant planning documents. What follows is consideration of the PPC in terms of Part 2 and the relevant planning documents.

8.2.1 S74(1)(a) RMA - Functions of Council under S31 RMA

The PPC, if approved, will form part of the PODP and must assist the Council to give effect to its functions under Section 31(1) RMA, specifically:

- (a) *the establishment, implementation, and review of objectives, policies, and methods to achieve integrated management of the effects of the use, development, or protection of land and associated natural and physical resources of the district:*
- (aa) *the establishment, implementation, and review of objectives, policies, and methods to ensure that there is sufficient development capacity in respect of housing and business land to meet the expected demands of the district:*
- (b) *the control of any actual or potential effects of the use, development, or protection of land, including for the purpose of—*
 - (i) *the avoidance or mitigation of natural hazards; and*
 - (iia) *the prevention or mitigation of any adverse effects of the development, subdivision, or use of contaminated land:*
 - (iii) *the maintenance of indigenous biological diversity:*
- (d) *the control of the emission of noise and the mitigation of the effects of noise:...*

- (f) *any other functions specified in this Act.*

The PPC proposes changes to the PODP that accord with these stated functions. The PPC will enable one large format trade retail / trade supply activity to establish on the Site alongside the PAK'nSAVE. The proposed ODP provides the methods for Council to manage potential effects of the potential development within the LFRZ PREC13 and demonstrates an integrated management approach.

8.2.2 S74(1)(b) RMA - Purpose of the RMA

The purpose of the RMA is set out in Part 2, with this being to promote the sustainable management of natural and physical resources. Sustainable management is defined in Section 5(2) of the RMA as:

managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety while—

- (a) *sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
- (b) *safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and*
- (c) *avoiding, remedying, or mitigating any adverse effects of activities on the environment.*

The PPC will enable the Council to provide additional business land for defined activities, i.e. the consented PAK'nSAVE and intended trade retail store, contributing to a more diverse commercial offering in Rolleston. On the basis of the supporting technical assessments provided, any adverse effects on the environment from the PPC are able to be appropriately avoided, remedied or mitigated.

Sections 6 through 8 of the RMA provide further guidance as to what sustainable management is concerned with.

Section 6 of the RMA contains seven matters that a territorial authority must recognise and provide for as "Matters of National Importance". None of these matters are affected by the PPC.

Section 7 outlines a number of "Other Matters" to which a territorial authority shall have particular regard to. Of these, the following are considered to be of relevance to this Plan Change:

- the efficient use and development of natural and physical resources (7(b));
- the maintenance and enhancement of amenity values (7(c));
- maintenance and enhancement of the quality of the environment (7(f));
- the effects of climate change (7(i)).

The above Section 7 matters are considered relevant due to the Site's operative residential zoning, its undeveloped nature, and the urban and peri-urban nature of the environment that the proposed LFRZ will be located. The site-specific provisions proposed to the PODP following the PPC will ensure that any future development maintains and enhances the quality of the environment. The effects of climate change are considered a relevant matter due to the Site's exposure to flood risk, identified in the PODP. Flood effects will be appropriately addressed at the time of a specific development proposal. Further to that, co-locating the PAK'nSAVE and future trade retail activity close to their customer base will support shorter trips and transport mode choice, which represents a positive response to the effects of climate change.

Section 8 requires that a territorial authority shall take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi) when exercising its functions under the RMA. The PPC does not raise any issues concerning the principles of the Treaty of Waitangi.

The following definitions (contained within Section 2 of the RMA) are instructive for the purpose of obtaining a comprehensive understanding of Sections 5 and 7:

Natural and physical resources includes land, water, soil, minerals and energy, all forms of plants and animals (whether native to New Zealand or introduced), and all structures.

"Environment" includes –

- (a) *Ecosystems and their constituent parts, including people and communities; and*

- (b) *All natural and physical resources; and*
- (c) *Amenity values; and*
- (d) *The social, economic, aesthetic, and cultural conditions which affect the matters stated in paragraphs (a) to (c) of this definition or which are affected by those matters.*

“Amenity Values” means those natural or physical qualities or characteristics of an area that contribute to people’s appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes.

The above matters are addressed in the following sections of this assessment. In summary, from the conclusions reached in the following sections, it is considered that the proposal is an appropriate, efficient and effective means of achieving Part 2 of the RMA.

8.2.3 S74(1)(c) RMA - Direction under S25A(2)

The PPC does not arise from a direction from the Minister.

8.2.4 S74(1)(d) and (e) RMA - Evaluation under S32 RMA

Section 32 of the RMA sets out the manner in which any proposed objective, policy, rule or other method is to be evaluated. The parts of Section 32 relevant to the PPC are as follows:

- (1) *An evaluation report required under this Act must –*
 - (a) *examine the extent to which the objectives of the proposal being evaluated are the most appropriate way to achieve the purpose of this Act; and*
 - (b) *examine whether the provisions in the proposal are the most appropriate way to achieve the objectives by –*
 - (i) *identifying other reasonably practicable options for achieving the objectives; and*
 - (ii) *assessing the efficiency and effectiveness of the provisions in achieving the objectives; and*
 - (iii) *summarising the reasons for deciding on the provisions; and*
 - (c) *contain a level of detail that corresponds to the scale and significance of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the proposal.*
- (2) *An assessment under subsection (1)(b)(ii) must—*
 - (a) *identify and assess the benefits and costs of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the provisions, including the opportunities for—*
 - (i) *economic growth that are anticipated to be provided or reduced; and*
 - (ii) *employment that are anticipated to be provided or reduced; and*
 - (b) *if practicable, quantify the benefits and costs referred to in paragraph (a); and*
 - (c) *assess the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the provisions*
- (3) *If the proposal (an amending proposal) will amend a standard, statement, regulation, plan, or change that is already proposed or that already exists (an existing proposal), the examination under subsection (1)(b) must relate to—*
 - (a) *the provisions and objectives of the amending proposal; and*
 - (b) *the objectives of the existing proposal to the extent that those objectives—*
 - (i) *are relevant to the objectives of the amending proposal; and*
 - (ii) *would remain if the amending proposal were to take effect...*

The assessment required under Section 32(1)(a) is whether the objectives promoted by the proposed change are the most appropriate way to achieve the purpose of the RMA. It is noted that the PPC does not change any objectives of the PODP, however Section 32(6)(b) states that references to ‘objectives’ can also

mean ‘the purpose of the proposal’. To this end, the evaluation, as demonstrated in **Section 6** of this report, assesses the extent to which the ‘purpose of the proposal’ achieves the purpose of the RMA.

Section 32(1)(b) and 32(3) is relevant as the proposed provisions need to be examined, having regard to their efficiency and effectiveness to determine whether they are the most appropriate for achieving the existing objectives of the PODP.

The relevant matters relating to efficiency and effectiveness (Section 32(1)(b)), benefits and costs (Section 32(2)(a)), and any potential risks arising from uncertain or insufficient information (Section 32(2)(c)) are addressed at **Section 6** of this report.

8.2.5 S74(1)(ea) RMA - National Policy Statements

Pursuant to Section 74(1)(ea) of the RMA, SDC is required to prepare or change its district plan in accordance with any relevant National Policy Statement (**NPS**).

The NPS-UD is the only NPS of relevance to this PPC. In very simple terms, the NPS-UD directs local authorities to support competitive land and development markets, to enable development to meet demand for housing and business space in a manner which supports well-functioning urban environments. Under the NPS-UD, the Site falls within the definition of an urban environment and Selwyn is a Tier 1 District Council.

An assessment of the PPC against the specific objectives and policies of the NPS-UD is provided in

Table 8-1 below.

Table 8-1 NPS-UD Objective and Policy Assessment

NPS-UD Provisions	Assessment
<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>	<p>Consistent</p> <p>The PPC is considered consistent with this provision through the delivery of a well-functioning urban environment. The enablement of much-needed large format retail business land will enable people and local communities to provide for their social and economic wellbeing, and for their health and safety through enhanced choice in land supply for business.</p>
<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> <p>(a) <i>the area is in or near a centre zone or other area with many employment opportunities</i></p> <p>(b) <i>the area is well-serviced by existing or planned public transport</i></p> <p>(c) <i>there is high demand for housing or for business land in the area, relative to other areas within the urban environment.</i></p>	<p>Consistent</p> <p>The PPC responds to growth in the surrounding urban area and a high demand for additional business land in Rolleston, noting that the Site is located within walkable distance of the Rolleston TCZ. Furthermore, co-location of the intended trade retail / trade supplier development with the PAK’nSAVE provides for consolidation of complementary business activities, meeting the needs of the local community.</p> <p>There is adequate existing and planned infrastructure to support the wider transport needs of development of the Site. The ODP further requires connections to the existing transport network in locations that support safe and efficient integration of the Site with the adjoining arterial roads.</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>Consistent</p> <p>The Site is currently zoned for urban development under the PODP, and forms part of the planned Rolleston urban environment. The change to a commercial zoning is in response to the recognised lack of sufficient business land capacity and the commercial needs of the District’s growing population.</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 would supply significant development capacity.</i> 	<p>Consistent</p> <p>The PPC can be effectively integrated with infrastructure planning and delivery, to be further addressed at the time of a specific development proposal.</p> <p>The rezoning will clearly ‘supply significant development capacity’, resulting in a 38% increase in LFRZ in the District where there is currently a deficit 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 environment, it is considered that the PPC is consistent with this provision.</p>
<p><i>Policy 1: Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum:</i></p> <ul style="list-style-type: none"> <i>(a) ...</i> <i>(b) have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and</i> <i>(c) have good accessibility for all people between housing, hobs, community services, natural spaces, and open spaces, including by way of public or active transport; and</i> <i>(d) support reductions in greenhouse gas emissions; and</i> <i>(e) are resilient to the likely current and future effects of climate change.</i> 	<p>Consistent</p> <p>The PPC will contribute to a well-functioning urban environment, which provides for:</p> <ul style="list-style-type: none"> ■ a greater variety of business land than is currently available in Rolleston. It will enable the development of a much-needed large trade retail and trade supply provider for Selwyn residents. ■ good accessibility for people, given its strategic location and availability of active transport infrastructure and public transport routes. ■ reduction in greenhouse gas emissions by reducing the need for Selwyn residents to travel to Christchurch to access a trade retail / trade supplier, such as a Mitre 10. <p>Further to the above, the Site’s resilience to effects of climate change, in particular flooding risk, are able to be addressed at the time of a specific development proposal.</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>Consistent</p> <p>The rezoning of the Site from MRZ to LFRZ will result in a very small loss of housing development capacity, but will add significantly to business land development capacity in Rolleston.</p>
<p><i>Policy 3: In relation to tier 1 urban environments, regional policy statements and district plans enable:</i></p> <ul style="list-style-type: none"> <i>(a) ...</i> <i>(b) ...</i> <i>(c) ...</i> <i>(d) within and adjacent to neighbourhood centre zones, local centre zones, and town centre zones (or equivalent), building heights and densities of urban form commensurate with the level of commercial activity and community services.</i> 	<p>Consistent</p> <p>Business establishment in this location responds to growth in the surrounding urban area, noting that the Site is located within walkable distance of the Rolleston TCZ. The PPC will recognise and enable the development of two large format retail activities that are commensurate with the amenity of the surrounding residential environment and level of commercial activity in the Rolleston TCZ.</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"> <i>(a) the planned urban built form anticipated by those RMA planning documents that have given effect to this National Policy Statement</i> <i>(b) 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"> <i>(i) may detract from amenity values appreciated by some people but</i> 	<p>Consistent</p> <p>The Site is currently zoned for urban development under the PODP, and forms part of the planned Rolleston urban environment. The proposed rezoning to LFRZ is in response to the diverse and changing needs of people in Selwyn District. Built form controls are included in the PPC to mitigate amenity effects on surrounding residential land use, recognising Policy 6’s acknowledgement that resultant changes to the area are not, of themselves, an adverse effect.</p>

<p><i>improve amenity values appreciated by other people, communities, and future generations, including by providing increased and varied housing densities and types; and</i></p> <p>(ii) <i>are not, of themselves, an adverse effect</i></p> <p>(c) <i>the benefits of urban development that are consistent with well-functioning urban environments (as described in Policy 1)</i></p> <p>(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></p> <p>(e) <i>the likely current and future effects of climate change.</i></p>	<p>The PPC has a number of benefits and contributes to a well-functioning urban environment as assessed in accordance with Policy 1.</p> <p>The PPC will provide business land development capacity and will not undermine housing development capacity requirements.</p> <p>Whilst the Site is subject to an identified flood risk, this can be readily assessed and appropriately mitigated through the design of a specific development proposal.</p>
<p><i>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:</i></p> <p>(a) <i>unanticipated by RMA planning documents; or</i></p> <p>(b) <i>out-of-sequence with planned land release.</i></p>	<p>Consistent</p> <p>The PPC will add to the business development capacity in Rolleston. The PPC will ensure future development on the Site contributes to a well-functioning urban environment. Accordingly, the policy supports the PPC, notwithstanding it being unanticipated by RMA planning documents; or out-of-sequence with planned land release.</p>

For the reasons set out above, the PPC will ‘contribute to well-functioning urban environments’ and will meet the general directive of the NPS-UD and will provide much-needed development capacity for trade retail / trade supply activity in the Selwyn District.

8.2.6 S74(2) RMA - Canterbury Regional Policy Statement

Sections 75(3) of the RMA requires that the PODP give effect to the CRPS. Section 74(2) of the RMA also requires SDP to have regard to the CRPS when preparing or changing a district plan.

The CRPS provides an overview of the resource management issues in the Canterbury region. The purpose of the CRPS is to set out the objectives, policies and methods to address those issues and to achieve integrated, consistent and coordinated management of the natural and physical resources of the region.

The CRPS was prepared under the previous NPS-UDC, so it cannot be assumed that it fully gives effect to the NPS-UD. The NPS-UD will prevail over a RPS in the case of conflict between the provisions of the two documents.

The most relevant objectives and policies in the CRPS are those contained in Chapters 5 (Land Use and Infrastructure) and 6 (Recovery and Rebuilding of Greater Christchurch). The relevant objectives and policies are considered in **Table 8-2** below.

Table 8-2 CRPS Objectives and Policies Assessment

RPS Provisions	Assessment
Chapter 5 – Land Use and Infrastructure	
<p><i>Objective 5.2.1 – Location, Design and Function of Development (Entire Region)</i></p> <p><i>Development is located and designed so that it functions in a way that:</i></p> <p>1. <i>achieves consolidated, well designed and sustainable growth in and around existing urban areas as the primary focus for accommodating the region’s growth; and</i></p>	<p>Consistent</p> <p>This objective addresses the design and location of development. The Site is located within an existing urban area and so contributes to a consolidated urban form. While some residential development capacity will be lost, the scale of loss is insignificant in the context of the district supply. The PPC will enable business activity in a location near the market it services (residential catchment) encouraging sustainable economic development and efficient transport connections. The</p>

RPS Provisions	Assessment
<p>2. <i>enables people and communities, including future generations, to provide for their social, economic and cultural well-being and health and safety; and which:</i></p> <ul style="list-style-type: none"> a. <i>maintain, and where appropriate, enhances the overall quality of the natural environment of the Canterbury region, including its coastal environment, outstanding natural features and landscapes, and natural values;</i> b. <i>...</i> c. <i>encourages sustainable economic development by enabling business activities in appropriate locations;</i> d. <i>minimises energy use and/or improves energy efficiency;</i> e. <i>...</i> f. <i>is compatible with, and will result in the continued safe, efficient and effective use of regionally significant infrastructure;</i> g. <i>avoids adverse effects on significant natural and physical resources including regionally significant infrastructure, and where avoidance is impracticable, remedies or mitigates those effects on those resources and infrastructure;</i> h. <i>...</i> i. <i>avoids conflicts between incompatible activities.</i> 	<p>PPC is compatible with the safe, efficient and effective use of the strategic transport network, and does not impact any other regionally significant infrastructure. The LFRZ PREC13 provisions proposed as part of this PPC will help ensure compatibility of future large format retail development on the Site with activities in the surrounding environment.</p>
<p>Objective 5.2.2 – Integration of land-use and regionally significant infrastructure (Wider Region)</p> <p><i>In relation to the integration of land use and regionally significant infrastructure:</i></p> <ul style="list-style-type: none"> 1. <i>To recognise the benefits of enabling people and communities to provide for their social, economic and cultural well-being and health and safety and to provide for infrastructure that is regionally significant to the extent that it promotes sustainable management in accordance with the RMA.</i> 2. <i>To achieve patterns and sequencing of land-use with regionally significant infrastructure in the wider region so that:</i> <ul style="list-style-type: none"> a. <i>development does not result in adverse effects on the operation, use and development of regionally significant infrastructure.</i> b. <i>adverse effects resulting from the development or operation of regionally significant infrastructure are avoided, remedied or mitigated as fully as practicable.</i> c. <i>there is increased sustainability, efficiency, and liveability.</i> 	<p>Consistent</p> <p>The proposed ODP will ensure future land uses at the Site integrate well with the arterial road network, as assessed in the ITA. Adverse effects on the operation and use of Levi Road and Lincoln Rolleston Road are able to be appropriately addressed at the time of a specific development proposal.</p>
<p>Policy 5.3.1 – Regional Growth (Wider Region)</p> <p><i>To provide, as the primary focus for meeting the wider region's growth needs, sustainable development patterns that:</i></p> <ul style="list-style-type: none"> 1. <i>ensure that any</i> <ul style="list-style-type: none"> a. <i>urban growth; and</i> b. <i>limited rural residential development occur in a form that concentrates, or is attached to, existing urban areas and promotes a coordinated pattern of development;</i> 	<p>Consistent</p> <p>The Site is suitably located to accommodate trade retail / trade supply business, considering its proximity to the Rolleston Town Centre and the MRZ. The proposed ODP, together with the proposed LFRZ PREC13 provisions, will ensure future development within the Site help achieve sustainable development patterns sought by this Policy.</p>

RPS Provisions	Assessment
<ol style="list-style-type: none"> 2. <i>encourage within urban areas, housing choice, recreation and community facilities, and business opportunities of a character and form that supports urban consolidation;</i> 3. <i>promote energy efficiency in urban forms, transport patterns, site location and subdivision layout;</i> 4. <i>maintain and enhance the sense of identity and character of the region's urban areas; and</i> 5. <i>encourage high quality urban design, including the maintenance and enhancement of amenity values.</i> 	
<p>Policy 5.3.2 – Development conditions (Wider Region)</p> <p><i>To enable development including regionally significant infrastructure which:</i></p> <ol style="list-style-type: none"> 1. <i>ensure that adverse effects are avoided, remedied or mitigated, including where these would compromise or foreclose:</i> <ol style="list-style-type: none"> a. <i>existing or consented regionally significant infrastructure;</i> b. <i>options for accommodating the consolidated growth and development of existing urban areas;</i> c. <i>the productivity of the region's soil resources, without regard to the need to make appropriate use of soil which is valued for existing or foreseeable future primary production, or through further fragmentation of rural land;</i> d. <i>the protection of sources of water for community supplies;</i> e. <i>significant natural and physical resources;</i> 2. <i>avoid or mitigate:</i> <ol style="list-style-type: none"> a. <i>natural and other hazards, or land uses that would likely result in increases in the frequency and/or severity of hazards;</i> b. <i>reverse sensitivity effects and conflicts between incompatible activities; including identified mineral extraction areas;</i> <i>and</i> 3. <i>integrate with:</i> <ol style="list-style-type: none"> a. <i>the efficient and effective provision, maintenance or upgrade of infrastructure; and</i> b. <i>transport networks, connections and modes so as to provide for the sustainable and efficient movement of people, goods and services, and a logical, permeable and safe transport system.</i> 	<p>Consistent</p> <p>The PPC will enable development within the Site that corresponds with the surrounding residential environment. As assessed in Section 5 of this report, any adverse effects on the environment, including those described in this Policy, can be appropriately mitigated at the time of a specific development proposal.</p>
<p>Policy 5.3.7 - Strategic land transport network and arterial roads (Entire Region)</p> <p><i>In relation to strategic land transport network and arterial roads, the avoidance of development which:</i></p> <ol style="list-style-type: none"> 1. <i>adversely affects the safe efficient and effective functioning of this network and these roads, including the ability of this infrastructure to support freight and passenger transport services; and</i> 2. <i>in relation to the strategic land transport network and arterial roads, to avoid development which forecloses the opportunity for the development of this network and these roads to meet future strategic transport requirements.</i> 	<p>Consistent</p> <p>As demonstrated in the ITA, the PPC will not adversely affect the safe efficient and effective functioning of Levi Road and Lincoln Rolleston Road.</p>

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<p><i>Policy 5.3.8 – Land use and transport integration (Wider Region)</i></p> <p><i>Integrate land use and transport planning in a way:</i></p> <ol style="list-style-type: none"> 1. <i>that promotes:</i> <ol style="list-style-type: none"> a. <i>the use of transport modes which have low adverse effects;</i> b. <i>the safe, efficient and effective use of transport infrastructure, and reduces where appropriate the demand for transport;</i> 2. <i>that avoids or mitigates conflicts with incompatible activities; and</i> 3. <i>...</i> 	<p>Consistent</p> <p>Activities that will be enabled at the Site following its rezoning will be able to be accommodated and managed such that the outcomes sought by this Policy are achieved.</p>
<p>Chapter 6 – Recovery and Rebuilding of Greater Christchurch</p>	
<p><i>Objective 6.2.1 – Recovery framework</i></p> <p><i>Recovery, rebuilding and development are enabled within Greater Christchurch through a land use and infrastructure framework that</i></p> <ol style="list-style-type: none"> 1. <i>identifies priority areas for urban development within Greater Christchurch;</i> 2. <i>identifies Key Activity Centres which provide a focus for high quality, and, where appropriate, mixed-use development that incorporates the principles of good urban design;</i> 3. <i>avoids urban development outside of existing urban areas or greenfield priority areas for development, unless expressly provided for in the CRPS;</i> 4. <i>...</i> 5. <i>protects and enhances indigenous biodiversity and public space;</i> 6. <i>maintains or improves the quantity and quality of water in groundwater aquifers and surface waterbodies, and quality of ambient air;</i> 7. <i>maintains the character and amenity of rural areas and settlements;</i> 8. <i>protects people from unacceptable risk from natural hazards and the effects of sea-level rise;</i> 9. <i>integrates strategic and other infrastructure and services with land use development;</i> 10. <i>achieves development that does not adversely affect the efficient operation, use, development, appropriate upgrade, and future planning of strategic infrastructure and freight hubs;</i> 11. <i>optimises use of existing infrastructure; and</i> 12. <i>...</i> 	<p>Consistent</p> <p>This provision seeks to enable development through a framework that addresses various matters, including identification of urban development priority areas and Key Activity Centres. The Proposal is consistent with the urban form and Key Activity Centre framework for Rolleston, as addressed in the assessment against PODP Objectives and Policies in Table 6-1 above.</p>
<p><i>Objective 6.2.2 – Urban form and settlement pattern</i></p> <p><i>The urban form and settlement pattern in Greater Christchurch is managed to provide sufficient land for rebuilding and recovery needs and set a foundation for future growth, with an urban form that achieves consolidation and intensification of urban areas, and avoids unplanned expansion of urban areas, by:</i></p> <ol style="list-style-type: none"> 1. <i>...</i> 2. <i>...</i> 3. <i>...</i> 4. <i>providing for the development of greenfield priority areas, and of land within Future Development Areas</i> 	<p>Consistent</p> <p>The PPC will contribute towards the self-sufficiency of Rolleston. It is suitably located on land identified as a greenfield priority area under the CRPS. As assessed in the Economic Assessment, the PPC responds to the pressing demand for the provision of trade retail and supplier in the District. In addition, the PPC will bring in opportunities for economic benefits, as discussed in Section 5.1 of this report.</p>

RPS Provisions	Assessment
<p><i>where the circumstances set out in Policy 6.3.12 are met, on the periphery of Christchurch's urban area, and surrounding towns at a rate and in locations that meet anticipated demand and enables the efficient provision and use of network infrastructure;</i></p> <p>5. <i>encouraging sustainable and self-sufficient growth of the towns of Rangiora, Kaiapoi, Woodend, Lincoln, Rolleston and Prebbleton and consolidation of the existing settlement of West Melton;</i></p> <p>6. ...</p> <p>7. ...</p>	
<p>Objective 6.2.5 – Key activity and other centres</p> <p><i>Support and maintain the existing network of centres below as the focal points for commercial, community and service activities during the recovery period:</i></p> <ol style="list-style-type: none"> <i>The Central City</i> <i>Key Activity Centres</i> <i>Neighbourhood centres.</i> <p><i>These centres will be high quality, support a diversity of business opportunities including appropriate mixed-use development, and incorporate good urban design principles.</i></p> <p><i>The development and distribution of commercial activity will avoid significant adverse effects on the function and viability of these centres.</i></p>	<p>Consistent</p> <p>As assessed in the Economic Assessment, the PPC will not pose any material risk of adverse effects on the Rolleston KAC. The risk of retail distribution effects arising from the PPC is assessed as low. As such, the PPC is not inconsistent with this Objective.</p>
<p>Objective 6.2.6 – Business land development</p> <p><i>Identify and provide for Greater Christchurch's land requirements for the recovery and growth of business activities in a manner that supports the settlement pattern brought about by Objective 6.2.2, recognising that:</i></p> <ol style="list-style-type: none"> <i>New commercial activities are primarily directed to the Central City, Key Activity Centres, and neighbourhood centres;</i> <i>A range of other business activities are provided for in appropriate locations; and</i> <i>Business development adopts appropriate urban design qualities in order to retain business, attract investment and provide for healthy working environments.</i> 	<p>Consistent</p> <p>The PPC is consistent with this Objective as it will enable the establishment of two commercial activities, being a consented PAK'nSAVE Supermarket and a future trade retail and trade supplier at the Site, which is located near the Rolleston Town Centre.</p>
<p>Policy 6.3.6 – Business land</p> <p><i>To ensure that provision, recovery and rebuilding of business land in Greater Christchurch maximises business retention, attracts investment, and provides for healthy working environments, business activities are to be provided for in a manner which:</i></p> <ol style="list-style-type: none"> <i>Promotes the utilisation and redevelopment of existing business land, and provides sufficient additional greenfield priority area land for business land through to 2028 as provided for in Map A;</i> <i>Recognises demand arising from the relocation of business activities as a result of earthquake-damaged land and buildings;</i> 	<p>Consistent</p> <p>This PPC will provide additional land capacity for business development outside of the Rolleston 'Greenfield Priority Area – Business' as identified in Map A. This is justified by the rising demand for land capacity to establish large format retail in Rolleston, considering the urban growth experienced in the Selwyn District. The proposed rezoning will not compromise the role of the Central City, as the city's primary commercial centre, or that of the Rolleston KAC. The location of the Site, being adjacent to arterial roads, close to the Rolleston TCZ, and within a walking catchment of the MRZ, is considered appropriate for the types of commercial development sought to be enabled through the PPC. The PPC will</p>

RPS Provisions	Assessment
<ol style="list-style-type: none"> 3. Reinforces the role of the Central City, as the city's primary commercial centre, and that of the Key Activity Centres; 4. Recognises that new commercial activities are primarily to be directed to the Central City, Key Activity Centres and neighbourhood centres where these activities reflect and support the function and role of those centres; or in circumstances where locating out of centre, will not give rise to significant adverse distributional or urban form effects; 5. Recognises that new greenfield priority areas for business in Christchurch City are primarily for industrial activities, and that commercial use in these areas is restricted; 6. Recognises that existing business zones provide for a range of business activities depending on: <ol style="list-style-type: none"> i. The desired amenity of the business areas and their surrounds; and ii. The potential for significant distributional or urban form effects on other centres from new commercial activity. 7. Utilises existing infrastructure availability, capacity and quality; 8. Ensures reverse sensitivity effects and conflicts between incompatible activities are identified and avoided or mitigated against; 9. Ensures close proximity to labour supply, major transport hubs and passenger transport networks; 10. Encourages self-sufficiency of employment and business activities within communities across Greater Christchurch; 11. Promotes, where appropriate, development of mixed-use opportunities, within Key Activity Centres provided reverse sensitivity issues can be appropriately managed; and 12. Incorporates good urban design principles appropriate to the context of the development. 	<p>allow for good urban design principles to be incorporated at the time of a specific development proposal.</p>

The CRPS provides for development in and around existing urban areas as the primary focus for accommodating the region's growth and recognises that new commercial activities are primarily directed to the central city, key activity centres and neighbourhood centres; and a range of other business activities are provided for in appropriate locations. The CRPS also expressly provides that some new commercial development will be appropriate outside of a centre subject to appropriate management of effects.

For the reasons set out above, the PPC is consistent with the outcomes sought and the overarching direction set out in the CRPS.

It is worth considering that the PAK'nSAVE Supermarket resource consent process underwent extensive scrutiny against the same lists of objectives and policies of the CRPS. The conclusions reached in respect of the PAK'nSAVE Supermarket consent's consistency with the policy framework of the CRPS are equally applicable to the proposed rezoning of the corresponding Site.

8.2.7 Canterbury Regional Land Transport Plan 2021-2031

The Canterbury Regional Land Transport Plan (RLTP) guides land transport planning and investment within the Canterbury region. The Strategic Objectives of the RLTP that are considered particularly relevant to this PPC are 'Reduce Harm' and 'Mode Shift'.

'Reduce Harm' is to be achieved by policies which seek to:

- prioritise investment to align with the Road to Zero strategy;

- prioritise the safety of vulnerable transport users, in particular cyclists and pedestrians; and,
- provide a safe transport network by prioritising maintenance and renewals.”

‘Mode Shift’ is to be achieved by policies which seek to:

- improve the attractiveness of sustainable transport options through integrating land use and transport planning and investment;
- improve access to sustainable transport modes; and,
- deliver travel demand management to encourage sustainable transport choices and optimise the network.

As assessed in the Integrated Transport Assessment, the PPC will ensure that future development on the Site integrates with the existing transport network, provides safe and efficient transport layout and linkages to the local road network, and allows the utilisation of active transport.

8.2.8 Partially Operative Selwyn District Plan (PODP)

The assessment set out in **Table 6-1** above shows that the PPC is consistent with the relevant objectives and policies of the PODP.

8.2.9 Other Relevant Planning Documents

Our Space

Our Space is a non-statutory document that outlines land use and development proposals to ensure there is sufficient development capacity for housing and business growth across Greater Christchurch. Our Space forecasts an insufficiency of commercial capacity within Selwyn District within the medium to long term.

The Economic Assessment concludes that the PPC will respond to the growing demand for commercial development capacity in the District, particularly for trade retail and trade supply activity.

Rolleston Structure Plan (2009)

The Rolleston Structure Plan was prepared in response to the need to manage the rapid growth that had and was projected to occur in Rolleston. It sets out how existing and future development in Rolleston should be integrated to ensure that sustainable development occurs and makes the best use of natural and physical resources. The three objectives of the Structure Plan are 1) A Sustainable Rolleston; 2) A Well Designed Rolleston; and 3) A Realistic and Achievable Rolleston. Four major developments are identified to achieve these objectives: 1) a refocused town centre; 2) a new recreation precinct; 3) a new 100ha regional / district park; and 4) a mix of housing.

It is acknowledged that the Structure Plan is intended to be aspirational, identifying principles for the future development of the town. In this regard, it is not a detailed plan for the town, and more detailed spatial planning will follow through the development of individual outline development plans and masterplans. The Rolleston Structure Plan was anticipated to be implemented through changes to the District Plan (amongst other documents), with opportunities for private initiatives to be developed as well.

Whilst the Rolleston Structure Plan aims to provide for retail and commercial activities in key areas, such as the Rolleston Town Centre and Neighbourhood Centres, the reality is there is limited opportunity for a large format trade retail trade supply store, like Mitre 10, to secure sufficient land in the Town Centre or Neighbourhood Centres (noting that many of the identified Neighbourhood Centres have not eventuated as a result of subsequent private plan changes). The insufficient supply of business land for a trade retail / trade supply store to service the increasing population is a constraint that has the potential to result in loss of social and economic wellbeing for the community.

The PPC is considered consistent with the fundamental principles of the Structure Plan, which include improved wellbeing; self-sufficient; integrate land use and movement; overlapping mix of land uses; coordinate policy making; and integrated design. It is recognised that significant growth has occurred since the Structure Plan was published some 15 years ago, however that growth has generally occurred in the

direction anticipated by the Structure Plan, which shows Rolleston's urban limits extending south from the town centre to Selwyn Road. This growth has been substantially residential, without the corresponding provision of business land to support the growing population. As discussed in the Economic Assessment, the PPC directly responds to shortage of hardware, building, and garden retail supply in Rolleston. The proposal also promotes the concept of a self-reliant town that is well connected to the wider environment by providing opportunities to live, work and shop locally, while providing employment opportunities for the local community.

For the above reasons, and those contained in **Sections 5, 6 and 8** of this report, the PPC is considered to be aligned with the key objectives and guiding principles of the Rolleston Structure Plan.

Selwyn 2031 - District Development Strategy

Selwyn 2031, released October 2014, "provides an overarching strategic framework for achieving sustainable growth across the district to 2031." At a broad level, it "seeks to provide higher quality living environments; innovative business opportunities; maintain the district's iconic rural character; explore opportunities to enhance our social and cultural wellbeing and better manage our natural resources."

To achieve this purpose, Selwyn 2031 identifies the following overarching Strategic Directions (with supporting Policies) to guide Council's decision-making for the District:

- *A More Sustainable Urban Growth Pattern;*
- *A Prosperous Community;*
- *A Great Place to Live;*
- *A Strong and Resilient Community;*
- *Sustainably Managing our Rural and Natural Resources.*

A number of actions contained within Selwyn 2031 were identified to be incorporated into the District Plan Review, including catering for projected residential and business growth until at least 2031; ensuring an appropriate scale and distribution of rural, retail and industrial activities; facilitating development within existing or identified priority business areas within Rolleston; achieving safe, functional and attractive living and business environments by requiring new development to occur in accordance with outline development plans; and monitoring the rate of uptake of residential and business land.

Selwyn 2031 first assigned an Activity Centre category to each township within the District, with the Activity Centre network approach implemented through the PODP. Despite Selwyn 2031's objective to "provide sufficient zoned land to accommodate projected household and business growth" (Objective 1.1), the Economic Assessment has demonstrated that the PODP fails to provide at least sufficient development capacity to meet demand for business land over the short, medium and long term (as required by Policy 2, NPS-UD). The PPC will go some way to addressing this shortfall by contributing to development capacity for large format trade retail activity that is plan-enabled, infrastructure-ready, and suitable to meet the demands of the large format trade retail sector.

For the reasons contained in the assessment undertaken in **Section 5, 6 and 8** of this report, the PPC is considered to be aligned with the overarching strategic framework and objectives of Selwyn 2031.

Mahaanui Iwi Management Plan

The Mahaanui Iwi Management Plan (**MIMP**), released on 1 March 2013, was prepared by the six Papatipu Rūnanga of the takiwā that extends from the Hurunui River in the north, to the Hakatere/Ashburton River in the south, inland to Kā Tiritiri o Te Moana (the Southern Alps), and including Te Pātaka o Rākaihautū (Banks Peninsula), and the coast. It is primarily a tool for the Rūnanga in the area it covers, and also provides guidance to local authorities and others. The Council must take into account the MIMP to the extent that it has a bearing on the resource management issues of the District (s74(2A), RMA).

The MIMP contains general objectives and policies relating to the management of land, air and water, as well as region specific objectives and policies. The MIMP does not identify any specific cultural values associated with the Site that might be adversely impacted by its intended development.

The PPC is not considered to have adverse effect on the cultural values of iwi as set out within the MIMP, for the following reasons:

Ranginui / Sky

The PPC does not contain controls on discharges to air and the protection of night-time darkness. There are no identified sites of cultural heritage or significance within the Site, nor are there any known areas of mahinga kai.

Wai Māori / Water

The MIMP identifies freshwater as a significant cultural resource that connects Ngāi Tahu to the landscape and the culture and traditions of the tūpuna. Given its importance, the policies in the MIMP are intended to guide freshwater management in a manner consistent with Ngāi Tahu cultural values and interests, the anticipated outcome being the restoration of the cultural health of freshwater resources in the region.

The Site is within the existing Rolleston Township boundary and zoned for urban purposes, with access to the Council's reticulated water, wastewater and stormwater networks. Future development will be designed to connect to these networks and within their capacity. To this end, groundwater quality will not be compromised. Stormwater runoff from hardstand / trafficable areas will be treated and disposed of in a manner that ensures untreated stormwater does not reach groundwater. Stormwater runoff from roof areas will be disposed of to ground, as is accepted practice in Rolleston. There are no surface water bodies on or in proximity of the Site. Overall, the PPC and the development it will enable will have minimum adverse impact on the quality and quantity of freshwater resources.

Papatūānuku / Land

The MIMP requires that land use and development activities be managed in a way that works with the land and not against it, recognising that the cultural, social and economic wellbeing of people and communities is dependent on a healthy and resilient environment. In this regard the MIMP identifies key issues for consideration and management as including urban planning, subdivision and development, stormwater management, discharges to land, and earthworks.

The PPC promotes a different, albeit still urban, development outcome for the Site than its current residential zoning. The assessment of effects above concludes that the PPC, and specifically LRFZ-enabled development, will have minimal adverse effects on the quality of the natural environment.

Tāne Mahuta / Biodiversity

Indigenous biodiversity and mahinga kai are of particular significance to Rūnanga. The Site is not located in a known mahinga kai area, and given the Site's historic use for pastoral farming purposes there are no indigenous plantings within the Site. The PPC identifies specific plant species on the proposed ODP, which will be detailed through the subsequent resource consent process for future development, with opportunities for native species within road and internal boundary landscaping strips and throughout parking areas (similar to that approved through the PAK'nSAVE consent).

Ngā Tūtohu Whenua / Cultural Heritage

There are no known wāhi tapu, wāhi taonga, mahinga kai or other sites of significance to Ngāi Tahu within the Site or in the immediate vicinity.

Summary

Overall, the PPC and LFRZ-enabled development of the Site will not have an adverse effect on the natural and physical resources of cultural significance to Ngāi Tahu.

9 Conclusion

The proposed rezoning recognises the commercial nature and character of the northern part of the Site associated with the PAK'nSAVE, and enables the establishment of a complementary and compatible trade retail / trade supply store on the balance of the Site. The Site will deliver business land capacity to address the recognised shortfall of suitably zoned and available land for large format retail activity.

Based on the analysis contained in this report and the supporting technical assessments, the PPC is considered to be a more appropriate method for achieving the objectives and policies of the PODP than the existing plan provisions or the other alternatives evaluated. The benefits of the PPC outweigh any of the costs in an environmental, social and economic sense.

Overall, the proposed rezoning is considered to be an appropriate, efficient and effective means of achieving the purpose of the RMA.

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