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FILE REF. 15124

**APPLICATION FOR A
SUBDIVISION AND LAND USE CONSENT FOR:
SPRINGSTON ROLLESTON ROAD, ROLLESTON**



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**APPLICATION FOR RESOURCE CONSENT PURSUANT TO SECTION 88 RESOURCE
MANAGEMENT ACT 1991**

RESOURCE CONSENT SOUGHT

The following report is an assessment of the actual and potential effects on the environment generated by the creation of two hundred and seventy-four Residential Lots on Springston Rolleston Road, Rolleston.

This application addresses the character of the land, the proposed activity and the relevant provisions of the Selwyn District Plan. This application also includes an assessment of effects on the environment as required by the Fourth Schedule to the Resource Management Act 1991.

Summary of Application Details

<i>Owner/Applicant:</i>	Kevler Development Ltd
<i>Site Address:</i>	Springston Rolleston Road, Rolleston
<i>Legal Description:</i>	Lot 2 DP 61162
<i>Certificate of Title:</i>	RT CB38C/605
<i>Net Site Area:</i>	15.9235ha
<i>Roading Hierarchy:</i>	Springston Rolleston Road – Arterial Road
<i>District Plan Zoning:</i>	Inner Plains – Operative District Plan General Rural Zone – Proposed District Plan Medium Density Residential Zone – Variation 1
<i>Special Characteristics:</i>	N/A
<i>Date:</i>	11/10/2022

<i>Proposal:</i>	Subdivision consent is sought for the creation of two hundred and seventy-four allotments. It is a Non-Complying Activity . Landuse consent is sought for the construction of dwellings on each of the above allotments and earthworks associated with the subdivision site works. It is a Non-Complying Activity .
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INTRODUCTION

Section 88(2)(b) of the Resource Management Act 1991 requires that any application for a resource consent should include an assessment of any actual or potential effects that the activity may have on the environment and the ways in which any adverse effects may be mitigated. Section 88(2)(b) also requires that any assessment shall be in such detail as corresponds with the scale and significance of the actual or potential effects that the activity may have on the environment and shall be prepared in accordance with the Fourth Schedule to the Resource Management Act 1991. This assessment is made in accordance with those requirements.

DESCRIPTION OF THE ENVIRONMENT

Property Involved

The application site is located at Springston Rolleston Road, Rolleston. The site is legally described as Lot 2 DP 61162 (RT CB38C/605). The underlying lot was created in early 1990s. The aerial below shows the application site and is taken from Canterbury Maps. The total site area for the proposal is 15.9235ha.

Surrounding Environment

The application site is located on the western side of Springston Rolleston Road. The land to the north and east has been developed into residential allotments with most having a dwelling constructed on them. The land to the south and west are the last two blocks to be developed to a higher density than the Inner Plains allows.

This site can be seen in the aerial photo from Canterbury Maps below.



Canterbury Maps

DESCRIPTION OF THE ACTIVITY

This proposal is to undertake the subdivision of Lot 2 DP 61162. The subdivision will result in the creation of two hundred and seventy-four residential allotments. The subdivision is to be undertaken over twenty-seven stages, with the stages to be completed in any order.

THE PROPOSAL

The Proposal

The site is located in the Inner Plains zone on the southern boundary of the township of Rolleston. It is proposed that the site be subdivided into two hundred and seventy-four residential allotments in twenty-seven stages. In addition, a land use consent is required to allow for the construction of dwellings on each of the proposed allotments, the number of dwellings constructed on a single lot and to address the volume of earthworks to be undertaken on site.

It is proposed that the development be in accordance with the requirements of the proposed Medium Density Residential Zone. All the proposed lots will have dwellings proposed for them or will be capable of containing a complying dwelling.

The applicant is intending to build on a large majority of the lots, hence the reason for the large number of stages. To facilitate this consent must be provided to allow for more than one dwelling to be constructed on a lot prior to subdivision. The number of dwellings will vary between 5 to 20. Under the MRZ Rules up to three residential units can be constructed on a site with any number above three being a restricted discretionary activity.

A Planning Assessment has been prepared by Aston Consultants. This assessment covers the following:

1. Introduction
2. Executive Summary and Conclusions
3. National Policy Statement – Urban Development
4. Canterbury Regional Policy Statement
5. Operative Selwyn District Plan
6. Proposed Selwyn District Plan: Variation 1
7. Section 104(c) Matters
 - Land availability
 - The Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021
8. Proposed Intensification Variation
 - Assessment Against DEV-RO14
 - Assessment of the Proposal against MDRS Standards

It also provides the following summary:

In summary, the proposal will deliver an integrated subdivision and housing package that is aligned with the density outcomes sought by Variation 1 and directed by the RMA-EHS Amendment Act Schedule 3A. It will introduce to the Rolleston housing market a distinctive housing product driven by the applicant's design and build approach while allowing individual buyers to modify house plans and provide for their own housing needs as required. The development will not introduce three storey residential units to Rolleston, but it will set a new benchmark for intensification of residential development by emphasising the effective use of small lots.

Staging

The subdivision is to be undertaken in 27 stages. These stages are as follows:

Stage 'A' – Lots 1 – 15
Stage 'B' - Lots 16 - 24
Stage 'C' - Lots 25, 48, 49, 84 & 85
Stage 'D' - Lots 59 – 63 & 80 - 83
Stage 'E' - Lots 64 – 71, 78 & 79
Stage 'F' – Lots 26 – 33 & 45 - 47
Stage 'G' - Lots 72 – 77, 98 – 100, 111 & 112
Stage 'H' - Lots 90 – 97 & 101 - 104
Stage 'I' - Lots 50 – 52, 86 – 89 & 500
Stage 'J' - Lots 53 - 57
Stage 'K' – Lots 34 – 40, 171 & 172
Stage 'L' – Lots 108 – 110, 113 – 116 & 137 - 139
Stage 'M' - Lots 105 – 107 & 140 - 143
Stage 'N' - Lots 144, 145 & 148 - 150
Stage 'O' - Lots 165 – 170 & 173 - 179
Stage 'P' - Lots 159 – 164 & 180 - 186
Stage 'Q' - Lots 146, 147, 151 – 157 & 230 - 234
Stage 'R' - Lots 125 - 134
Stage 'S' - Lots 117 – 124, 135, 136 & 2001
Stage 'T' - Lots 158 & 235 - 242
Stage 'U' – Lots 187 – 193 & 3000
Stage 'V' – Lots 243 – 250 & 259 - 262
Stage 'W' - Lots 251 – 258 & 263 - 266
Stage 'X' - Lots 267 – 274 & 2002
Stage 'Y' - Lots 214 - 229
Stage 'Z' - Lots 194 – 213
Stage 'AA' – Lot 2000

The stages can be completed in any order. Balance allotments at any stage are to be left unserviced.

Proposed Consent Conditions

1. That a consent notice be placed on any balance allotment stipulating that the lot is unserviced.
2. Dwellings are to be constructed in accordance with the MRZ rules.

Roading & Servicing

The proposed roading layout follows the recommendations of the transport report compiled by Stantec New Zealand. The key aspects being:

- A local road connection to Springston Rolleston Road north of Kate Sheppard Drive
- A local road connection to Hungerford Drive
- Indicative connections to adjacent land to the west, south and north
- An off-road pedestrian / cycle connection to the reserve through to Ledbury Drive

The intersection with Springston Rolleston Road is offset from the Kate Sheppard Drive intersection. This new road (Road #1) will have a legal width of 26.0m for the first 150m (13m formation), then narrowing to 22.0m for the remainder of the corridor through to the neighbouring property to the west (10m formation). This road can then link through to Lemonwood Drive when the neighbouring property is developed.

The extension of Hungerford Drive (Road #2) will have a legal width of 20m and a formed width of 9m. It is a continuation of the existing formation and will extend all the way through to the

southern boundary. It is anticipated that it will link through to the balance of Hungerford Drive to the south once the neighbouring properties are developed.

The extension of Adamite Drive (Road #3) will have a legal width of 18m and a formed width of 8.7m. There is a corresponding roading link in the development to the south albeit doesn't line up directly. There is ample space in the undeveloped lots to accommodate a roading linkage between these two roads.

The balance of the roads are between 18m and 16m in legal width and all have a formed width of 8.7m.

The Springston Rolleston Road frontage is to be upgraded. This includes widening of the formation and the inclusion of a 2.5m footpath. The exact details of this work will be determined in conjunction with the engineering approval process.

Reserves

There is to be one recreation reserve and two walkway reserves along with a sewer pump station. The recreation reserve is located at the intersection of Road #1 and Road #3 and is therefore centrally located with excellent access from all the proposed lots. There are a number of reserves in the developments to the north and northeast that are also within walking distance of the lots along those boundaries.

Servicing and Earthworks

A Servicing Report has been compiled by Survus Consultants. The report covers all aspects of servicing the development as summaries below:

- Bulk Earthworks
- Roading/Access
- Stormwater drainage
- Wastewater drainage
- Water reticulation
- Power and Telecommunications

An Earthworks Management Plan has been compiled by Survus Consultants. The report covers the details relating to the earthworks onsite. The volume of earthworks exceeds 2,000m³.

Site Contamination

A Detailed Site Investigation (DSI) has been prepared by Wiley Geotechnical Ltd. This report followed on from a Preliminary Site Investigation (PSI) completed by Wileys in August 2021. This initial PSI report identified three HAIL areas, these are outlined below:

- Category A1 – Agrichemicals including commercial premises used by spray contractors for filling, storing or washing out tanks for agrichemical application.
 - This category is represented by the use of fertiliser on the property.
- Category G4 – Scrap yards including automotive dismantling, wrecking or scrap metal yards.
 - This category is represented by used tyres stored in and around the garage.
- Category G5 – Waste disposal to land.
 - This category is represented by a green waste pile.

From these three only the storage of tyres at the site was consider to pose a potential risk to human health.

The DSI report has the following conclusions and recommendations:

11 CONCLUSIONS

During this investigation soil samples were collected from locations where soil will be subject to disturbance during earthworks operations.

Based on our investigation, HAIL activities have previously been identified at the site. While three HAIL activities were identified on the proposed new residential use area, only the storage of tyres at the site is considered to pose a potential risk to human health. A risk area was identified, adjacent to the garage on the north side of the site where the tyres have been stored.

Soil sampling was undertaken in the location of the stored tyres to evaluate the risk to future residents and site workers. Soil analysis results indicate that all soil contaminants analysed are below assessment criteria for residential (10% produce) land use, and for future development workers (commercial / industrial criteria). Further, soil samples returned results below adopted background concentrations. Therefore, we consider soil contaminants at the site to be highly unlikely to pose a potential risk to human health.

Based on the current contamination status of the site, given the potential sources identified, it is considered highly unlikely that there will be a risk to human health from chemical contamination of the new residential development, if the following activities are done to the piece of land:

- *Subdividing the property, as proposed, for residential use;*
- *Developing the land for residential use;*
- *Future occupation of new residential dwellings at the site.*

12 RECOMMENDATIONS

It is recommended that residential development of the land be allowed as a Controlled Activity under the NES, because the requirements of Rule 9(1) have been met. Future applications for subdivision / development / disturbance of the site should be assessed in terms of activities identified in this investigation and any potential new HAIL activities that could occur at the site at any time after this report was written.

If any non-naturally occurring material is unearthed at any part of the site during future soil disturbance events, work should stop immediately and a suitably qualified environmental practitioner should be engaged to assess the risk to human health prior to recommencing earthworks.

The DSI report is attached.

Geotechnical Report

A geotechnical report has also been prepared by Wiley Geotechnical Ltd. The conclusion and recommendations are as follows:

9 CONCLUSION

Based on available published geotechnical data and our on-site observations and testing, we consider the site to be geotechnically suitable for the proposed residential subdivision. A Statement of Professional Opinion on the Suitability of Land for Subdivision is presented in Appendix 2.

We summarise the primary geotechnical conclusions and recommendations of this assessment:

- *The geotechnical soil investigation indicates that the general stratigraphy of the ground underlying the site comprises topsoil to a depth of 0.1 to 0.3 m, underlain by stiff to hard silt to between 0.4 m and 0.9 m depth. The silt is further underlain by medium dense to dense silty and sandy gravel to a depth of at least 114 m.*
- *Groundwater is expected between 5.5 m to 6 m bgl under static conditions, based on our onsite observations and groundwater data obtained in our desktop study, subject to seasonal variation and rainfall events.*
- *In terms of NZS 1170, Class D sub-soil conditions (deep or soft soils) are assessed to underlie the site due to the considerable depth to inferred bedrock based on the geology of the area.*

- *The risk of land damage as a result of liquefaction occurring at the site in a future severe earthquake event is assessed to be very low. The reasons for this include:*
 - *The composition and consistency of the silt and gravel layers underlying topsoil generally indicates the material is unlikely to be liquefiable.*
 - *SDC's Low Geotechnical Risk Area map (McMahon 2013), indicates that the site is in an area where damaging liquefaction has been assessed as being unlikely. The possibility of liquefaction over much of this area is considered by SDC to be extremely low. In addition, this area is also considered by SDC to be free of other geo-hazards.*
 - *In terms of the current MBIE technical categorisation, past and future performance of the site is assessed to be equivalent to Technical Category 1.*
- *The geotechnical ultimate bearing capacity of the native silt, underlying topsoil between 0.1 m and 0.3 m bgl in our test pit locations, is expected to be 300 kPa; this equates to 150 kPa ULS bearing pressure and 100 kPa allowable bearing pressure. As such, this material generally complies with the definition of 'good ground' in accordance with NZS 3604:2001.*

We recommend the foundation bearing capacity for any new dwelling to be confirmed at the building consent stage.

It also provides recommendations as to house foundations, site preparation & earthworks, civil design, deep excavation and a geotechnical review.

ASSESSMENT UNDER THE SELWYN DISTRICT PLAN

The application is zoned Inner Plains.

Subdivision Compliance Assessment – Inner Plains

The following table summarizes the requirements for the proposed subdivision:

Chapter 10 - Rural Zone Rules - Subdivision		
Rule 10.1.1.1 - Flood Areas <i>Any allotment created is not located within any of the following areas:</i> <ol style="list-style-type: none"> <i>Any areas shown on the Planning Maps as the Waimakariri Flood Category A area;</i> <i>Any area shown on the Planning Maps as the Lower Plains or Lake Ellesmere/Te Waihora flood areas;</i> <i>Seaward of the Coastal Hazard Line, as shown on the Planning Maps; and</i> <i>Between any waterbody and any stopbank designed to contain floodwater from that waterbody;</i> 	✓	The property is not located within a flood area.
Rule 10.1.1.2 - Landscape Area <i>Any allotment created is not located within an area shown on the Planning Maps as an Area of Outstanding Landscape, except the Visual Amenity Landscape on the Port Hills;</i>	✓	The proposed lots are not located within an Outstanding Landscape area.
Rule 10.1.1.3 - Heritage <i>Any allotment created does not contain any of the following features:</i> <ol style="list-style-type: none"> <i>Any site listed as a heritage site in Appendix 3;</i> <i>Any tree listed as a protected tree in Appendix 4;</i> <i>Any site listed in Appendix 5 and shown in the Planning Maps as a Silent File area, a Wahi Taonga site, a Wahi Taonga Management Area, or a Mahinga Kai site;</i> <i>Any site which meets the criteria in Appendix 12 as being a significant ecological site which is worthy of protection;</i> 	✓	The site is not listed in any of the above appendices.
Rule 10.1.1.4 - Intensive Livestock Production <i>Any allotment created is not located within 300 metres of any existing lawfully established intensive livestock production activity, except that the 300 metres restriction shall not apply to any allotment created in the Living 2A Zone at the intersection of Shands and Blakes Roads, Prebbleton and legally described as Lots 1, 2 and 10 DP 54204 and Lot 1 DP 21798 in respect of the existing Tegel Foods Ltd poultry operation located on Lot 1 DP 53738.</i>	✓	The site is not located within 300m of an intensive livestock production activity.
Rule 10.1.1.5 - Road Access <i>Any allotment created has legal access to a formed and maintained legal road, other than a road listed in Appendix 9 as a State Highway, or listed as an Arterial Road and the speed limit is 70km/hr or greater.</i>	✓	All the lots will have access to a legal road Springston Rolleston Road or the new internal roads.
Rule 10.1.1.6 - Vehicle Access <i>Any road, right of way or other vehicle accessway is designed and formed to comply with Rules 4.4 and 4.5 for permitted activities (for State Highway they have to comply with the design criteria in Appendix 10);</i>	✓	N/A.

Rule 10.1.1.7 - Corner Rounding <i>The corner of any allotment at any road intersection shall be splayed with a diagonal line reducing each boundary by a minimum of:</i> a. 6m x 6m for local roads b. 10m x 10m for collector roads c. 15m x 15m for arterial and State Highway roads.	✓	Corner rounding was provided in conjunction with the underlying subdivision.
Rule 10.1.1.9 – Transmission Lines <i>Any subdivision is not within a corridor measured 20 metres from the centreline of a transmission line as indicated on the Planning Maps.</i>	✓	There are no transmission lines through the site.
Rule 10.1.1.12 - Lot Size <i>Any allotment created complies with the minimum allotment areas set out in Table C10.1. The minimum allotment sizes set out in Table C10.1 do not apply to any allotment used solely for access, utilities, as a reserve or to house a community facility(ies).</i>	✗	Each allotment is either 4ha or greater.

Based upon the above assessment the application is a **Non-Complying Activity** in relation to the Rural Zone Subdivision requirements.

Access Compliance Assessment

The following table summarizes the requirements for the proposed subdivision:

APPENDIX 13 - ROADS AND TRANSPORT																																							
E13.2.1.1 - Private Vehicle Accessway <i>The minimum requirements for any private vehicle accessway for a site(s) shall be in accordance with Table E13.4.</i> Table E13.4 – Minimum Requirements for any Shared Private Vehicular Accessway <table border="1"> <thead> <tr> <th>Zone</th><th>Potential No of Sites</th><th>Length (m)</th><th>Legal Width (m)</th><th>Carriageway Width (m)</th><th>Turning Area</th><th>Passing Bay</th></tr> </thead> <tbody> <tr> <td rowspan="3">Living Zones</td><td>2 – 3</td><td>Any length</td><td>4.5</td><td>3.0</td><td>Optional</td><td>Optional</td></tr> <tr> <td>4 – 6</td><td>0 – 50</td><td>5.0</td><td>3.5</td><td>Optional</td><td>Required</td></tr> <tr> <td>4 – 6</td><td>Over 50</td><td>6.5</td><td>4.5</td><td>Required</td><td>Required</td></tr> <tr> <td>Business Zones</td><td>1 – 6</td><td>All lengths</td><td>7.0</td><td>5.0</td><td>Required</td><td>Optional</td></tr> </tbody> </table> E13.2.1.2 - The minimum height clearance for any private vehicle access shall be 4.5m. E13.2.1.3 - Where a private vehicle access serves more than two allotments, in any zone, it shall be formed and sealed. E13.2.1.4 - Where turning areas are required in Table E13.4, this may be facilitated through the use of a hammerhead arrangement. E13.2.1.5 - The minimum width of an accessway serving a single site in the Living Zones shall be 3.5m.							Zone	Potential No of Sites	Length (m)	Legal Width (m)	Carriageway Width (m)	Turning Area	Passing Bay	Living Zones	2 – 3	Any length	4.5	3.0	Optional	Optional	4 – 6	0 – 50	5.0	3.5	Optional	Required	4 – 6	Over 50	6.5	4.5	Required	Required	Business Zones	1 – 6	All lengths	7.0	5.0	Required	Optional
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	4 – 6	Over 50	6.5	4.5	Required	Required																																	
Business Zones	1 – 6	All lengths	7.0	5.0	Required	Optional																																	
✓ There are nine ROWs that are to service 2 lots each. They have a legal width of 4.5m and will be formed to the required Council standards. There are six rear lots that have access legs. These range in size from 3.5m to 3.8m																																							
E13.2.2 - Distances of Vehicle Crossings from Road Intersections E13.2.2.1 - No part of any vehicle crossing shall be located closer to the intersection of any roads than the minimum distances specified in Table E13.5 except that where the boundaries of a site do not allow the provision of any vehicle crossing whatsoever in conformity with Table E13.5, a single vehicle crossing may be constructed in the position which most nearly complies. (Note that the Road Hierarchy for the District is set out in Appendix 7). Table E13.5 – Minimum Distances of any Vehicle Crossing from Intersections																																							
✓ Springston Rolleston Road is an Arterial Road and it is anticipated that Road #1 will be a Collector Road. The remaining roads are Local Roads. Each of the properties can be provide a vehicle crossing in a compliant position.																																							

Intersection Road Type Distances in Metres					
Vehicle Crossing Joins to	Posted speed Km/hr	State Highway	Arterial	Collector	Local
State Highway	> 50	100	100	100	100
	≤ 50	30	30	30	30
Arterial	> 50	100	100	100	100
	≤ 50	30	30	30	30
Collector	> 50	75	75	60	60
	≤ 50	30	30	30	25
Local	> 50	75	75	60	60
	≤ 50	25	25	25	10

E13.2.3 - Sight Distances from Vehicle Crossings

E13.2.3.1 - Any access on any road shall have minimum unobstructed sight distances that comply with Tables E13.6 below and measured in accordance with Diagram E13.2.

Table E13.6 – Minimum Sight Distances

Posted (Legal) Speed Limit (km/h)	State Highways and Arterials Required Sight Distances (m)	Collector and local roads	
		Living Zones Sight Distances (m)	Business Zones Sight Distances (m)
50	113	45	113
60	140	65	140
70	170	85	170
80	203	115	203
90	240	140	240
100	282	250	282

E13.2.4 - Vehicle Crossing Design and Siting

E13.2.4.1 - Vehicle access to any site from any road or service lane shall be by way of a vehicle crossing constructed at the owner's or developer's expense.

E13.2.4.5 – Vehicle Crossing

The maximum spacing and width any vehicle crossing shall comply with Table E13.7.

Zone	Distance Between Crossings (m) on Same Side of Road	Width (m)	
		Minimum	Maximum
Living zones	Vehicle crossing to a shared accessway	Residential activities — 3.5m	Residential activities — 6m
	Greater than 7m;	Non-residential activities – 4m	Non-residential activities – 7m
	All other vehicle crossings;		
	Less than 1m or greater than 7m		

E13.2.5 - Standard of Vehicle Crossings

E13.2.5.1 - Vehicle crossings shall be constructed to the following minimum standards:

a) Standard vehicle crossings shall be provided to sites capable of containing no more than 6 dwellings or which generate no more than 100 vehicle movements per day.

b) Heavy-duty vehicle crossings shall be provided for all other sites.

Based upon the above assessment the application is a **Permitted Activity** in relation to the Transport requirements.

ASSESSMENT OF ACTUAL OR POTENTIAL EFFECTS ON THE ENVIRONMENT

Residential Density

Inner Plains

The creation of the proposed two hundred and seventy-four residential allotments in the Inner Plains is a non-complying activity given that each of the lots is well under the minimum requirement of 4.0ha. The reduced lot size would also generate a number of non-compliances when constructing any future dwellings on each of the lots given the setback requirements of the Inner Plains Zone.

The Planning Assessment has been prepared by Aston Consultants provides evidence that the site is suitable for a higher density development than that currently permitted by the Operative District Plan.

MDRS Standards

The planning assessment also address the compliant nature of the proposed against the MDRS Standards.

Number of Residential Units Per Site

As outlined above the developer is to build on a large number of the proposed lots. They are to construct dwellings in accordance with the stages detailed on the plan. The operative and proposed District Plans do not provide for the construction of more than three residential units as a permitted activity and therefore a resource consent is required.

The planning assessment provide by Aston Consulting provides evidence that the lots can be provided in accordance with the Medium Density Residential Zone (MRZ) and that all the lots can be created vacant with compliant dwellings provided in conjunction with their assessment.

The introduction of the new MRZ and the MDRS density standards allows for an increase in the density at which sites can be developed. This includes smaller lots sizes and more relaxed built form standards. Upon the approval of the subdivision the lots can be created as outlined on the plan with compliant dwellings constructed on each lot without specific planning consent required. It is therefore requested that the consent holder be able to construct permitted dwellings on each of the consented lots prior to the completion of the associated stage of the subdivision.

Matters that must be addressed by assessment of environmental effects

An assessment of the activity's effects on the environment must address the following matters:

- a) Any effect on those in the neighbourhood and, where relevant, the wider community, including any social, economic, or cultural effects:**

Local Amenity and Character

The site is one of the first of the yet to be developed or rezoned properties within the general area to go through an application for higher density development.

The size and shape of the underlying allotment along with the need to accommodate the roading linkage from Springston Rolleston Road through to neighbouring property to the west have impacted this development, the roading layout, walkable areas and possible public transport.

The roading design and layout along with the compliant residential density provide for a subdivision that can easily be serviced with public transport. Access to the Rolleston town centre is readily available via Springston Rolleston Road and via the existing roading network through the adjoining developments to the north and west.

Reverse Sensitivity

Reverse sensitivity effects can arise when a new sensitive activity seeks to establish close to an existing activity with potentially noxious elements. Issues relating to reverse sensitivity would have been addressed in conjunction with the rezoning of the site.

The site is surrounded on three sides by properties that have been development to a similar density. It is unlikely that there will be any Reverse Sensitivity issues resulting from this proposed subdivision.

b) Any physical effect on the locality, including any landscape and visual effects:

Earthworks

The earthworks onsite will be limited to the installation of the services and the formation of the Roads and ROWs. Refer to the Servicing Report compiled by Survus Consultants for information relating to the proposed earthworks onsite.

Traffic

The subdivision proposes the creation of a number of roads that interconnect throughout the site. Details relating to the formation of these roads are provided in the Servicing Report.

Connections have been provided to the neighbouring properties to ensure adequate interconnection between neighbouring sites that are developed at different time.

There is no proposed limitation as to access to the existing roads.

The ROWs will be formed to the required Council standards.

Noise

The increase in noise as a result of this subdivision will have been anticipated in conjunction with the rezoning of the site. The current speed limit of Springston Rolleston Road 80km/h and it is anticipated that in conjunction with the increased development in the area the speed limit will reduced to 50km/h to support urban development. A benefit being a reduction in traffic noise.

c) Any effect on ecosystems, including effects on plants or animals and any physical disturbance of habitats in the vicinity:

There are not considered to be any significant ecosystems, plants, animals or habitats relevant to the site or adjoining the site.

d) Any effect on natural and physical resources having aesthetic, recreational, scientific, historical, spiritual, or cultural value, or other special value, for present or future generations:

There will be no more than minor effects on natural and physical resources. There are no known recreational, spiritual, scientific, historical or cultural attributes associated with this land.

e) Any discharge of contaminants into the environment, including any unreasonable emission of noise, and options for the treatment and disposal of contaminants:

A Detailed Site Investigation Report has been prepared by Wiley Geotechnical Ltd. It highlights a number of possible sources of contamination, but none reach the level of potentially effecting human health.

The report is summarised above.

f) Any risk to the neighbourhood, the wider community, or the environment through natural hazards or the use of hazardous substances or hazardous installations.

A Geotechnical Report has been prepared by Wiley Geotechnical Ltd. It provides a supportive conclusion and a number of recommendations.

Easements

All appropriate easements will be established to ensure both properties have legal rights to all necessary services. These will be shown on the final survey plan once their location is finalised.

Summary

It is considered that the development is accordance with the expectations of the proposed new MDRS requirements. The non-compliances outlined above are minor in nature.

OBJECTIVES AND POLICIES

The Planning Assessment has been prepared by Aston Consultants provides an assessment against the Objectives and Policies from the Proposed District Plan.

The proposed subdivision is generally in accordance with the District Plan Objectives and Policies outlined below:

PEOPLE'S HEALTH, SAFETY AND VALUES

NATURAL HAZARDS — OBJECTIVES

Objective B3.1.1

Ensure activities do not lead to or intensify the effects of natural hazards.

Objective B3.1.2

Ensure potential loss of life or damage to property from natural hazards is mitigated.

Policy B3.1.2

Avoid allowing new residential or business development in areas known to be vulnerable to a natural hazard, unless any potential risk of loss of life or damage to property is adequately mitigated.

Policy B3.1.7

Ensure any new residential or business development does not adversely affect the efficiency of the District's land drainage system or the risk of flooding from waterbodies.

A geotechnical report has been prepared by Wiley Geotechnical Ltd. This report is to confirm the suitability of the site for residential subdivision and to provide an assessment against any natural hazards. The report concludes that in their opinion that a TC1 land classification is appropriate for the site for the purpose of foundation design. Given the site is not located near to an embankment or open channel, combined with its TC1 classification, we do not consider the site to be susceptible to liquefaction or lateral spread ground damage.

HAZARDOUS SUBSTANCES – OBJECTIVES

Objective B3.2.1

To ensure that adequate measures are taken to avoid, remedy or mitigate any adverse effects to human health, to the amenity of townships, the rural environment and to the natural environment arising from the manufacture, storage, transport on water bodies and disposal of hazardous substances.

A Detailed Site Investigation has been prepared by Wiley Geotechnical Ltd. The potential contamination onsite is below levels that may cause harm to humans.

QUALITY OF THE ENVIRONMENT — OBJECTIVES

Objective B3.4.1

The District's townships are pleasant places to live and work in.

Objective B3.4.2

A variety of activities are provided for in townships, while maintaining the character and amenity values of each zone.

Objective B3.4.3

"Reverse sensitivity" effects between activities are avoided.

Objective B3.4.4

Growth of existing townships has a compact urban form and provides a variety of living environments and housing choices for residents, including medium density housing typologies located within areas identified in an Outline Development Plan.

Objective B3.4.5

Urban growth within and adjoining townships will provide a high level of connectivity both within the development and with adjoining land areas (where these have been or are likely to be developed for urban activities or public reserves) and will provide suitable access to a variety of forms of transport.

Policy B3.4.3

To provide Living zones which:

- are pleasant places to live in and provide for the health and safety of people and their communities;*
- are less busy and more spacious than residential areas in metropolitan centres;*
- have safe and easy access for residents to associated services and facilities;*
- provide for a variety of living environments and housing choices for residents, including medium density areas identified in Outline Development Plans;*
- ensure medium density residential areas identified in Outline Development Plans are located within close proximity to open spaces and/or community facilities*

Given the location of the site within the already developed properties there are no reserve sensitivity issues. The surrounding properties are slowly being developed to a similar density in accordance with the appropriate ODPs and zoning.

The layout of the roading and lots is in accordance with the Selwyn District Council Subdivision Design Guide and provides good linkages through the site and with the neighbouring properties.

NOISE

Policy B3.4.10

Ensure noise in all zones does not adversely affect the health or well-being of people.

Policy B3.4.11

Maintain background sound levels which are appropriate to the quality of the environment and amenity values of each zone.

Noise generated by the site during the civil subdivision works will be in accordance with Council standards. Post development noise within the residential area will be appropriate to the amenity values of a Living zone.

DUST

Policy B3.4.14

Avoid nuisance effects caused by dust from stockpiled material or construction work in Living or Business zones.

Dust generated during the civil subdivision works will be controlled in accordance with the required Council standards.

TRAFFIC

Policy B3.4.18

Ensure non-residential activities in Living zones generate vehicle and pedestrian movements on a scale compatible with the quality of the environment in Living zones and the local receiving environment.

Policy B3.4.19 (a)

Ensure all activities have appropriate car-parking facilities to avoid, remedy or mitigate any adverse effects of car-parking on:

- The amenity values of streets;*
- The privacy of residents; and*
- Safe and convenient access to sites.*

Policy B3.4.19 (b)

Ensure that a high level of amenity, safety and accessibility is achieved for pedestrians, users of public transport and cyclists when car parking is provided.

Policy B3.4.19 (c)

Ensure that access by sustainable transport modes, such as public transport, cycling and walking, is considered when assessing parking needs for new activities.

Each lot will be provided access from either Springston Rolleston Road or the proposed roading. Rubbish collection will also be facilitated via the proposed roading.

The road frontage will be updated to provide a kerb and channel, footpath and berm.

LANDSCAPING AND AMENITY PLANTINGS

Policy B3.4.31

Encourage sites in Living and Business 1 Zones to maintain a landscaped area along the road frontage of the site.

The upgrading of the road frontage will also include streetlight and landscaping. No landscaping plan has been provided in conjunction with this application. Details relating to the landscaping will be approved in conjunction with subdivision engineering approval.

GROWTH OF TOWNSHIPS

RESIDENTIAL DENSITY — OBJECTIVES

Objective B4.1.1

A range of living environments is provided for in townships, while maintaining the overall 'spacious' character of Living zones, except within Medium Density areas identified in an Outline Development Plan where a high quality, medium density of development is anticipated.

Objective B4.1.2

New residential areas are pleasant places to live and add to the character and amenity values of townships.

Policy B4.1.1 (a)

Provide for a variety of allotment sizes for erecting dwellings in Living 1 Zones, while maintaining average section size similar to that for existing residential areas in townships, except within the Living Z Zone, including any Medium Density area identified in an Outline Development Plan where a higher density of development is anticipated.

Policy B4.1.11

Encourage new residential areas to be designed to maintain or enhance the aesthetic values of the township, including (but not limited to): – Retaining existing trees, bush, or other natural features on sites; and – Landscaping public places.

The size of the lot has provided for an overall design that meets the guidelines outlined in the Subdivision Design Guide. The Subdivision Design Guide provides guidance as to the layout of proposed subdivisions. This includes layout, access, outlook and integration with neighbouring developments.

The Subdivision Design Guide recommend that the subdivision layout should comprise walkable blocks with an average perimeter distance of no more than 800m. This proposal does not result in the creation of a walkable block but in conjunction with the development of the neighbouring properties walking blocks will be created.

Access to the development is from Springston Rolleston Road along with the continued roading linkages with the existing adjoining properties. Further connections will be provided once the neighbouring property to the south is developed.

Both the District Plan and the Subdivision Design Guide recommend that the number of properties without frontage to an adopted road is to be a maximum of 20% in any greenfield subdivision. This relates in particular to rights of way that service 4 or more properties. Rights of way that services 3 or less should be restricted to half of the overall 20% allowance.

The 20% requirement equates to a total of 55 rear lots. This proposal will result in 25 rear lots, seven of which are provided access via single access leg and the remaining eighteen lots are provided access via nine separate ROWs.

SUBDIVISION OF LAND — OBJECTIVES

Objective B4.2.1

Subdivision of land for various purposes is recognised and provided for.

Objective B4.2.2

New allotments created have appropriate characteristics and facilities for their intended or likely uses.

Objective B4.2.3

The maintenance and enhancement of amenities of the existing natural and built environment through subdivision design and layout.

Objective B4.2.4

That subdivision provides for variety and efficiency in its design, form and function.

Policy B4.2.2

Ensure any allotment created by subdivision (including any balance allotment) has the services, facilities and characteristics appropriate to the proposed likely use of the land.

Policy B4.2.3

Ensure any new allotment on which a building may be erected has all of the following features:

- Access to sunlight;*
- Adequate size and appropriate shape for a building platform;*
- Adequate size and shape for outdoor living space in Living zones or car parking and storage space in Business zones; and*
- Easy and safe access for motorists, pedestrians and cyclists.*

Policy B4.2.4

Encourage the retention of natural, cultural, historic and other features within a subdivision and for allotment boundaries to follow natural or physical features, where it maintains the amenity of an area.

Policy B4.2.5

Ensure any temporary, adverse effects from the preparation of land for subdivision or installing utilities, are avoided, remedied or mitigated.

Policy B4.2.6

Require some form of notification to alert potential buyers if an allotment is created which will not comply with the District Plan rules for erecting a house, as a permitted activity.

Policy B4.2.7

Provide for the consideration of the form of land to be taken under the LTP Development Contribution Policy, when land is subdivided.

Policy B4.2.8

In limited circumstances and at the Council's discretion, to apply the concept of "environmental compensation" where:

- land of high landscape or natural value is protected or made available for public use; or*
- significant public benefit will be gained from hazard mitigation measures which would substantially enhance amenity values.*

Policy B4.2.9

To ensure development in the Rolleston Lowes Road Outline Development Plan area is in accordance with the Outline Development Plan (Appendix 34) so that development proceeds in a logical and coherent manner that provides for internal and through connections and a high standard of public amenity by:

- a) Providing for pedestrian, cycle and vehicle movement within and through the area in accordance with the outline development plan map (Appendix 34), with such land to be vested in Council at the time of subdivision.
- b) Providing reserves and public amenity within the zone as identified in Appendix 34.
- c) Ensuring coherent, safe and attractive public areas by implementing an appropriate development pattern and density of development.
- d) Protecting the special character of Waterbridge Way and Fairhurst Place by ensuring: the retention of a lower density of development; the avoidance of obtrusively positioned buildings; the preservation of existing special features.

Policy B4.2.10

Ensure that new residential blocks are small in scale, easily navigable and convenient to public transport services and community infrastructure such as schools, shops, sports fields and medical facilities, particularly for pedestrians and cyclists.

Policy B4.2.11

Encourage subdivision designs within Outline Development Plan areas to provide for a variety of section sizes that are designed to cater for different housing types.

Policy B4.2.12

Ensure that subdivision designs encourage strong, positive connections between allotments and the street and other features, whilst avoiding rear allotments where practical.

274 residential lots as shown on the subdivision plan with a mix of lots that comply with the Operative Selwyn District Plan (OSDP) LZ subdivision standards (Table C12.1 Allotment Sizes) Medium Density (Comprehensive): Maximum average allotment size of 350m², with no minimum site size, except that the average lot size is 380m².

Minimum lot size 282m², maximum lot size 511m².

The roading links with the adjoining properties to the north have been confirmed.

PHYSICAL RESOURCES**TRANSPORT NETWORKS — OBJECTIVES****Objective B2.1.1**

An integrated approach to land use and transport planning to ensure the safe and efficient operation of the District's roads, pathways, railway lines and airfields is not compromised by adverse effects from activities on surrounding land or by residential growth.

Objective B2.1.2

An integrated approach to land use and transport planning to manage and minimise adverse effects of transport networks on adjoining land uses, and to avoid "reverse sensitivity" effects on the operation of transport networks.

Policy B2.1.4(a)

Ensure all sites, allotments or properties have legal access to a legal road which is formed to the standard necessary to meet the needs of the activity considering:

- the number and type of vehicle movements generated by the activity;
- the road classification and function; and
- any pedestrian, cycle, public transport or other access required by the activity.

Policy B2.1.5

Ensure the development of new roads is:

- integrated with existing and future transport networks and landuses; and

- *is designed and located to maximise permeability and accessibility;*

Policy B2.1.12

Address the impact of new residential or business activities on both the local roads around the site and the District's road network, particularly Arterial Road links with Christchurch City.

Policy B2.1.14

Encourage people to walk or cycle within and between townships by providing a choice of routes for active transport modes and ensuring there is supporting infrastructure such as parking for cycles, at destinations.

Policy B2.1.15

Require pedestrian and cycle links in new and redeveloped residential or business areas, where such links are likely to provide a safe, attractive and accessible alternative route for pedestrians and cyclists, to surrounding residential areas, business or community facilities.

There is a large variation in the roading proposed with this development. The roading as outlined in the Servicing Report includes main thoroughfares with shared footpaths to provide safe passage for pedestrians and cyclists.

The upgrading of the frontage of Springton Rolleston Road also includes a shared footpath.

The proposed roading has been integrated into the existing roading linkages from the developments to the north and west.

URBAN FORM AND DEVELOPMENT - VARIATION 1

SD-UFD-Objectives and Policies

Well-functioning Urban Environment

SD-UFD-01

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.

Compact and Sustainable Township Network

SD-UFD-02

Urban growth is located only in or around existing townships and in a compact and sustainable form that aligns with its anticipated role in the Township Network, while responding to the community's needs, natural landforms, cultural values, and physical features.

Urban Growth and Development

SD-UFD-03

There is sufficient feasible development capacity to meet anticipated demands for housing and business activities.

Integration of Land Use and Infrastructure

SD-UFD-04

Urban growth and development:

- 1. is well-integrated with the efficient provision, including the timing and funding, of infrastructure; and*
- 2. has the ability to manage or respond to the effects of climate change.*

The proposed development is generally in accordance with the above objectives and policies. The overall effects of the development are there anticipated and less than minor.

ASSESSMENT AGAINST PART 2 OF THE RMA

The purpose of the Act (Part 2) is to promote the sustainable management of natural and physical resources.

Section 5 imposes a duty on consent authorities to promote sustainable management while avoiding, remedying or mitigating adverse effects of activities on the environment.

Section 6 addresses matters of national importance and Section 8 Treaty of Waitangi issues. It is considered that there are no matters of national importance which need to be taken into account in this instance. There is to be no discharge to water and no disturbance of indigenous flora and fauna. There are no heritage structures, sites or protected trees identified on the site.

CONCLUSION

The preceding assessment has demonstrated and concluded that the proposed activity will have insignificant actual or potential effects on the environment. Further, the proposal is not contrary to the relevant provisions set out in the District Plan or the purpose and principles of the Resource Management Act 1991, as set out in Part II.

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