



PUBLIC AGENDA

FOR THE MEETING OF

DISTRICT PLAN COMMITTEE

TO BE HELD AT THE

SELWYN DISTRICT COUNCIL OFFICES,
COUNCIL CHAMBERS

ON WEDNESDAY 22 AUGUST 2018

COMMENCING AT 9:00AM

Committee Members

Chair

Environmental Services Manager Tim Harris

Selwyn District Council

Mayor Sam Broughton

Councillor Mark Alexander

Councillor Jeff Bland

Councillor Debra Hasson

Councillor Murray Lemon

Councillor Malcolm Lyall

Councillor Pat McEvedy

Councillor Grant Miller

Councillor John Morten

Councillor Bob Mugford

Councillor Nicole Reid

Councillor Craig Watson

Chief Executive David Ward

Te Taumutu Rūnanga

Hirini Matunga

Environment Canterbury

Councillor Peter Skelton

Te Ngāi Tūāhuriri Rūnanga

Tania Wati

Project Sponsor

Jesse Burgess

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Project Lead

Justine Ashley

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Agenda Items

Item	Page	Type of Briefing	Presenter(s)
Standing Items			
1. Apologies	3	Oral	T Harris (Chair)
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5. Outstanding Issues Register	35	Written	
Specific Reports			
6. Coastal Environment <ul style="list-style-type: none"> Preferred Option Report Communications and Engagement Plan 	36-52	Written/ PowerPoint	Claire Kelly & James Bentley (Boffa Miskell)
7. Heritage Items & Protected Trees <ul style="list-style-type: none"> Preferred Option Report Communications and Engagement Plan 	53-173	Written	Stephanie Styles (Boffa Miskell) & Ann McEwan (Heritage Consultancy Services)
8. Water <ul style="list-style-type: none"> Preferred Option Report Communications and Engagement Plan 	174-192	Written	Paula Hunter (Stantec)
9. Transport <ul style="list-style-type: none"> Update and Preferred Options Report Communications and Engagement Plan 	193-232	Written	Craig Friedel (Harrison Grierson)
10. Vegetation <ul style="list-style-type: none"> Preferred Option Report Communications and Engagement Plan 	233-247	Written	Robert Love
11. Business: Ellesmere & Malvern capacity <ul style="list-style-type: none"> Preferred Option Report Communications and Engagement Plan 	248-270	Written	Jessica Tuilaepa
12. Dairy Processing Management Areas Update	271-292	Written	Vicki Barker (Barker Planning)

Standing Items

1. APOLOGIES

2. DECLARATION OF INTEREST

Nil.

3. DEPUTATIONS BY APPOINTMENT

Nil.

4. CONFIRMATION OF MINUTES

Minutes from the meeting of the District Plan Committee on 25 July 2018 & 8 August 2018.



**District Plan Committee meeting
Held on Wednesday 25 July 2018 at 9.00am at
Selwyn District Council,
Rolleston**

Present: Mayor S Broughton, Councillors M Alexander, M Lemon, P McEvedy, N Reid, B Mugford, G Miller, M Lyall, J Bland, C Watson, J Morten, Mr D Ward (CEO SDC), Ms T Wati (Te Ngāi Tūāhuriri Rūnanga).

In attendance: T Harris (Chair), Messrs J Burgess (Planning Manager), B Rhodes (Strategy and Policy Team leader), S Hill (Business Relationship Manager), Mesdames J Ashley (District Plan Review Project Lead), J Tuilaepa (Senior Strategy and Policy Planner), V Barker (Planning Consultant), K Johnston (Communications Consultant), N Brown (District Plan Administrator).

Standing Items:

1. Apologies

Councillor P Skelton (Environment Canterbury) and Mr Hirini Matunga (Te Taumutu Rūnanga)

Apologies for lateness:

Councillors P McEvedy and D Hasson

Moved – Councillor Watson / Seconded – Councillor Lyall

‘That the apologies received from the above Councillors be received for information.’

CARRIED

2. Declaration of Interest

Ms T Wati (Te Ngāi Tūāhuriri Rūnanga) – Item 11 “Sites of Cultural Significance”

3. Deputations by Appointment

Nil.

4. Confirmation of Minutes

20 June 2018

Minutes amended to:

In Preferred Option Report – Community and Recreation Facilities –
*“Councillor Alexander added Malvern **Rifle** Club for engagement list”.*

Incorrect name of association noted in the draft minutes as “Malvern Gun Club”.

Moved – The Mayor / Seconded – Councillor Miller

‘That the Committee accepts the minutes of the 20 June 2018 as amended being true and correct’.

CARRIED

27 June 2018

Taken as read and accepted.

Moved – Councillor Alexander / Seconded Mr D Ward

‘That the Committee accepts the minutes of the 27 June 2018 as being true and correct’.

CARRIED

5. Outstanding Issues Register

Nil.

6. Preferred Option Report and Communications and Engagement Summary Plan – Business Zone Framework

Ms Hunter spoke to her report. The Selwyn District Plan Review includes a review of the business zone framework and its alignment with the new draft National Planning Standards (NPS) (under current consultation). The Preferred Option (PO) Report proposed changes including splitting the current Business chapter of the Plan into a Commercial and an Industrial chapter as per the draft NPS, with the added possibility of having special purpose zones for Lincoln Uni/Hub (BlinC Innovation) as a research, education and technology zone and potentially the inland Ports to reflect the unique activities that take place within the areas.

Key issues are that there is no clear hierarchy for different business zones, there is leakage of business activities into other zones (commercial activities into industrial zones) and there is a lack of alignment with higher order planning documents.

The Business Zones currently in the Plan include: Business 1 (existing 'commercial' zone), Business 2 (existing 'industrial' zone), and Business 3 (hybrid of Business Zones 1 & 2).

Ms Hunter commented on the current progress of the draft NPS, noting there was some uncertainty in developing the proposed zoning framework due to the uncertainty of the final form of the NPS. The PO report is aimed at meeting the new NPS as well as enabling more diverse business services and employment opportunities. Discretion is only *which* zone to choose, however 'Special Purpose Zones' could be created.

Councillor Hasson in 9.15am

Ms Hunter concluded by summarising the recommendations from the report. Once the NPS is gazetted the framework will be reassessed.

Councillor Watson questioned why West Melton was recorded as a service township and Southbridge is recorded as a rural township. West Melton has both residential and light commercial (reference to table on page 59). He also queried whether the hierarchy was population based - according to functionality it does have a lot more activity than Southbridge.

Ms Hunter clarified that Table 1 4.4 was taken from the Selwyn 2031 document. Mr Rhodes also confirmed that it was based on population and surrounding area. He agreed with Councillor Watson that Southbridge does have a wider range of services. However, for simplicity, the hierarchy was purely based on population. He also noted that Selwyn 2031 is due to be reviewed again in the next few years.

Councillor Reid thanked Ms Hunter for the comprehensive report. She was pleased there is engagement with MfE but questioned why Fonterra and Synlait were not mentioned in the report.

Ms Ashley answered that the Fonterra and Synlait sites are subject to a separate workstream 'Dairy Processing Management Areas', which is an overlay in the rural zone - as opposed to being part of the business zone. The Committee will be updated on August 22nd regarding this.

A discussion was held regarding further clarification on 'Special Purpose Zones'.

Councillor Reid commented on the 'Special Purpose Zones'. In the report, it was referred to as a Special Purpose Education Zone, but the presentation mentioned that 'Education' falls under the Research, Education and Technology Zone. She questioned what was envisaged for schools that have designations coming in under that Zone.

Ms Hunter answered that it is the Ministry of Education (MoE) that designates schools. A Special Purpose Education Zone is an option for other schools that are not run by MoE, so they have the ability to have a zoning to allow them to carry out their activities.

Councillor Alexander questioned the proposed changes to the national planning standards. He asked about the possibility of new zoning being added.

Ms Tuilaepa (Senior Strategy and Policy Planner) confirmed that a copy of the submission will be available at the Council meeting on 8 August, which will outline Council's position. The Ministry for the Environment (MfE) have been open to suggestions as they want the standards to work. In terms of the new special purpose 'Research, Education and Technology Zone', and have agreed that it is a good use of the special purpose zone provisions. MfE have also provided guidance on how large format retail fits into the commercial zone, however, Selwyn District Council have questions about that. Given conversations with other Councils around New Zealand (who have also proposed a large format retail zone and office park zone), there is reasonable likelihood that it will be adopted. If not, there is the Special purpose Zone option or an option to apply for precincts (different layer of rules over a zone), to suit the District's needs.

A discussion was held regarding how Kāinga Nohoanga fits with the zoning framework.

Ms Wati commented that Kāinga Nohoanga includes research, education, and schooling, and asked whether it will be zoned specifically for the University (B3 Zone) or if it could be zoned for Kāinga Nohoanga also?

Ms Ashley answered that in accordance to the standards, a Kāinga Nohoanga Zone will be its own zone – distinct from other business zones. Therefore it can be tailored to suit, but it will need to align to things happening in other areas. It will sit as its own zone, so specific provisions can be applied. It would not likely be called a Special Purpose Zone – it would be called a 'Kāinga Nohoanga' zone.

Ms Tuilaepa confirmed that under the NPS it is currently proposed as a 'special purpose 'Maori Cultural Zone' to provide for that kind of zone. In the submission, it is suggested the special purpose Maori Cultural Zone is given a name unique to the area that it covers. It will provide for a wide range of activities within that special purpose zone. Ms Tuilaepa commented that further information could be provided on request.

A discussion was held regarding Port zoning.

Councillor Miller queried whether there are any specific advantages in having a special purpose Port Zone, rather than just treating it as a large scale logistics operation?

Ms Hunter answered that there is a choice whether to have a port zone, a heavy industrial zone, or to keep it as an industrial zone. Further engagement with the owners and operators is required.

Councillor Hasson asked about the special purpose zone for the University and to what extent the special zoned area for Education purposes extend onto the University Land.

Ms Hunter answered that the Special Purpose Research, Education and Technology Zone would be applied to the existing B3 zoned area - it is a replacement zoning.

The Chair commented that the issue that Councillor Hasson raised might be best dealt with later in the agenda, during the 'Research Facilities' presentation.

Councillor Reid asked for clarification about the Special Purpose Port Zone and whether it is a special purpose zone that MfE have identified – given the definition of a 'port'. She questioned why it would be a 'port zone'.

Councillor Bland out 9.45am

Ms Hunter answered that it is a zone as defined by MfE in the NPS. 'Heavy industrial' zoning could also be applied to that site.

Ms Tuilaepa added that the thing that separates the inland ports from the likes of the warehouse distribution centre, is the fact that under the RPS they are considered regionally significant infrastructure which needs to be protected. There is a distinction that not just any person could apply to have the port zoning over their property. They would need to be a port company, as listed in the criteria as listed in the RPS.

Moved – Councillor Miller / Seconded – Councillor Lemon

Recommendations

"That the Committee notes the report."

"That the Committee endorses the Preferred Options for the development of the Business Zone Framework for further development and engagement."

"That the Committee notes the summary plan."

CARRIED

7. Preferred Option Report and Communications and Engagement Summary Plan – Business Interface and Urban Design Outcomes

Mr Cumberpatch spoke to his report. The report built upon the previous business topic baseline reports to identify respective issues and options for addressing the management of the business zone environments within the Selwyn District. The scope is made up of two separate but inter-related topics.

The first part is interfaces with non-business zones, where existing business zones (B1 and B2) have a boundary with the more sensitive residential or rural land. It also addresses where this interface is separated by the road. The second part of the report was achievement of urban design best practice in town centres. It builds on the findings of the October 2017 baseline report, and a collation of findings by Selwyn District Council's Senior Urban Designer – Ms Wolfer.

Mr Cumberpatch gave an overview of interfaces with non-business zones. Commercial and industrial activities can have a range of impacts on the amenity of

surrounding areas. Effects can include noise, traffic, odour, lighting and loss of privacy and amenity due to larger scale buildings.

Councillor Bland in 9.50am

Mr Cumberpatch summarised the recommended Preferred Option for both topics.

There was a discussion about active frontage.

Councillor Reid was concerned about the definition of 'active frontage'. Transport Engineer, Steven Burgess held a presentation last year regarding street design. Mr Burgess stated that "glass frontage is not active frontage". Councillor Reid stated that active frontage is where there is active movement, not visual movement, so a glass wall is similar to a normal wall. She commented that it is confusing having definitions where it is talked about having more glass?

Mr Cumberpatch answered that there are a number of issues that have been identified around active frontage. In particular, the definition. It has been identified that the definition could be simplified and the references to height is better expressed as a performance standard rather than being written into the definition.

Councillor Bland out 9.56am

Councillor Hasson commented that on the overseas standards, where frontages are separated by a wide berm. However, there seems to always be encroachment into the 1.5m zone. She wondered how an active frontage area is going to be managed.

The Chair summarised that there are two issues raised about active frontage and agreed with the comments to review the definition.

Councillor Miller commented on the tone of the comment on pages 110 & 120 of the report and suggested that the way an architectural observation was written is revised.

Mr Cumberpatch accepted Councillor Miller's comments.

Councillor Alexander asked for clarification of a mention in the report referencing 'Rural outer plains'. It was stated that in the outer plains that recession planes are not needed. Should they be retained in the inner plains area?

Councillor Watson out 10.02am

Mr Cumberpatch answered that this was a recommendation from the baseline report that made that distinction. The observation is that there was more likely to be larger areas of pasture on the outer plains.

Councillor Reid out 10.03am

The Chair summarised that Councillors are in support of the approach that has been put forward (while acknowledging the two issues that have been raised).

Moved – Councillor Lyall / Seconded – Councillor Mr D Ward

Recommendations

“That the Committee notes the report.”

“That the Committee endorses the Preferred Options for ‘Interfaces with Non-Business Zones and Achievement of Urban Design Best Practice in Town Centres’ for further development and engagement.”

“That the Committee notes the summary plan.”

CARRIED

8. Preferred Option Report and Communications and Engagement Summary Plan – Business in Small Settlements

Mr Bonis spoke to his report. He briefed the Committee on the Preferred Option Report for ‘Business in Small Settlements’, which considers mechanisms for recognising and providing for existing business activities within the small settlements that are zoned Living 1.

Councillor Watson in 10.05am

Councillor Bland in 10.06am

The recommendation in the report is to select Option 4 – having a policy overlay.

Mr Bonis summarised the main risks to the overlay approach is ensuring that the notation is carefully applied to the smaller settlements and that the rules are crafted in a way that balances enablement with management. The report provides an initial template for the application of an overlay but requires iterations with the technical experts drafting the noise standards, living zones, traffic and signage.

Ms Wati thanked Mr Bonis for his presentation and asked what the current status of Taumutu is and what zoning it is in as it wasn’t in the small settlement zones?

Mr Rhodes answered that it was not sitting in the small settlements, but that Selwyn 2031 listed it in the special character area. The list of activity centres and township network was focused on Living 1 and business zoned areas, which is what defines a township in the strategy. Taumutu is zoned Outer Plains but it was recognised in the list as an identified settlement.

Ms Wati was surprised it was not featured on the list given the status.

The Chair noted this for consideration.

A discussion was held about how the investigation was carried out.

Councillor Murray asked about two businesses that aren't currently zoned and whether this would be covered through the preferred option proposal? He also noted for clarification purposes that a name contained in the report is 'Cridge Seeds' not 'Craigs Seeds'.

Mr Bonis commented that he is unsure what the reason is for spot zoning the two particular sites within Doyleston. The main issue is that the way the nuisance provision works is that the more sensitive zone at the interface prevails. The approach of the first report was briefly summarised. There is provision for recognition of businesses.

Councillor Miller stated that he agrees with the overlay.

Mr Bonis commented that the plan provisions are going to be more directive in those living zones. There needs to be recognition that diversity of activity is anticipated and provided for. He stated that within the preferred option report, status quo (reliance on existing use rights) is not an option that is recommended.

Councillor Watson questioned home-based businesses and whether it still fits within the Living 1 concept?

Mr Bonis replied that it is a fine line between how the Plan treats home occupations and home businesses. The residential workstream will need to look at how to allow more flexibility for those homes to operate as economic business units as well. The overlay approach aims to make it clearer.

The Chair summarised that for home-based activities there are no set of rules that reflect all circumstances. If there is limited adverse effect on neighbours then the resource consent process will cater for that.

Councillor Watson commented on the complexity of the overlay and suggested that it could be made simpler.

Councillor Reid agreed.

Ms Tuilaepa commented that Councillors need to recognise that the Living 1 zone as it is currently is not going to exist due to what the NPS is proposing - not only for business zones but for residential also. The overlay needs to be taken with the view that the smaller townships that don't have business zones will not have Living 1 as it is known. It will likely be a Settlement Zone that is different to a residential zone in a larger township that has a business zone. It will be more permissive and allow for a greater variety of residential, commercial and rural activities than a generic residential zone. So it will have a more permissive residential zone underneath as well as this overlay potentially over the top.

Moved – Councillor Millar / Seconded – Councillor Lyall

Recommendations

"That the Committee notes the report."

“That the Committee endorses the Preferred Option for ‘Business in Small Settlements’ for further development and engagement.”

“That the Committee notes the summary plan.”

CARRIED

9. Preferred Option Report and Communications and Engagement Summary Plan – Noise and Vibration

Ms Barker introduced Jeremy Trevathan of Acoustic Engineering Services (AES). AES prepared both the Noise and Vibration Baseline Reports. Ms Barker is the topic lead for ‘Noise and Vibration’.

Ms Barker spoke to the Preferred Option report and outlined the current District Plan approach in regards to Noise and Vibration.

Noise

Noise is controlled by maximum limits in each zone and different limits apply for daytime versus night time. Daytime limits are higher. In the Living zones noise limits apply to all activities except residential, spiritual or educational activities and emergency services warning devices. Noise is assessed at any point beyond the boundary of the site from which the noise source is situated.

In the Business zones any activity except residential is permitted if noise levels are met and the assessment points vary.

In the Rural zone noise limits are specified at the boundary of any living zone and at the notional boundary of noise sensitive activities in the rural zone. There are also a number of exemptions, excluding activities of a limited duration required by normal primary production activities, noise from mobile machinery (including farm machinery).

There are also a number of activities which have specific limits rather than reliance on zone limits, including temporary military training activities, aircraft movements and bird scaring devices. There are also provisions relating to the international airport noise contours and development in relation to state highways.

Councillor Morten in 10.51am

Vibration

Ms Barker stated that there are few controls in the Plan. There is a single policy, a rule around blasting and a limit at the notional boundary of a sensitive activity with reference to a standard and guideline, and vibration from any other activity except for blasting being required to comply with a standard.

Councillor Watson in 10.53am

Ms Barker stated that matters raised in the Noise and Vibration baseline reports have been distilled into 10 overarching issues. These are: Outdated standards, Day time and night time hours, application of noise limits, application of noise limits to the rail and road corridor, noise limits, management of noise at the interface between zones, exemptions, reverse sensitivity provisions, policies and definitions, and vibration. Ms Barker summarised the issues as per the report.

Stakeholder engagement included consultation with 14 parties. Ms Barker summarised the key comments from each party, as per the report. Ms Barker noted that overall the feedback was positive and highlighted the need for continued engagement during the next phase of the review.

The Preferred Option report takes into account the approach to noise and vibration by other districts. Selwyn is particularly out of step in regards to the day time and night time hours and zone noise limits.

Ms Barker advised that the preferred option recommendation is 'Option 2' which is to update and amend the existing provisions as per the 17 recommendations contained in the report.

In relation to recommendation 3.1.8(a) CIAL – based on the CIAL feedback and the noise contour review that this recommendation be amended and broadened to “further consider the CIAL related provisions and update and amend as required in consultation with CIAL”.

Ms Barker concluded that further consultation and integration with other topics (such as Business) will be critical during the next stage, especially in relation to the actual limits proposed, where they apply and especially the management of the business/rural interface. It will be critical that work packages are integrated to produce a comprehensive package of rules.

Councillor Alexander commented in relation to two sports that he has been involved with – target shooting and motorsport. He was pleased to see that in recommendation 3.1.5(d) that further work is recommended as setting a limit of 50db would not work with regard to target shooting. It is about ensuring that existing uses can continue without creating a rule that a new neighbour will use to drive out an activity.

Mr Trevathan agreed with Councillor Alexander that the next step in the process is to better understand these activities and the regime they currently operate under and how they can be protected. He stated that in recommendation 3.1.5(d) there is a particular mention of new rifle ranges that the current Plan does not provide guidance on.

Councillor Watson supports the preferred option and agrees that a lot of concerns are answered by measuring sound.

Mr Trevathan advised that the current contours are supposed to be a 30 year projection, and he is uncertain what revisions to the contours are proposed until the modelling is completed and the proposed changes are clear.

Ms Barker commented that a two-page letter was received, although it was relatively high level. CIAL are recalculating the airport noise contours by the end of 2018, and they will then be available to inform the District Plan. In the meantime, Selwyn District Council are to look for direction from the Christchurch City Plan as CIAL want provisions similar to those. There is no firm information as yet about the noise contour changes or development affected.

The Mayor commented that the reason for changing the flight path is structured around fuel efficiency, rather than taking up more land.

Councillor Lemon thanked Ms Barker and Mr Trevathan for the comprehensive report and supports measuring effects at the receiver of noise, not the generator. Federated Farmers will be actively involved with discussions around business - rural interface but also notes that there is the residential – rural interface to take into account. Reverse sensitivities will be worrying to some farmers in that space.

Councillor Lemon also asked for clarification, is the exclusion of education sites for noise limits, and is that for just during daylight hours?

Ms Barker answered that it is a blanket exemption in the Living Zones. Education activities are designated anyway, so they have special protection by their designation. One of the recommendations in the Community and Recreation facilities report is that those noise exemptions be removed from the Plan as the rules do not make a lot of sense and are not clearly justified.

Mr Ward suggested that people read the CIAL report “Christchurch Flight Paths Trial Interim Report”. The Mayor asked Ms Brown (District Plan Administrator) to circulate a copy of this report to the Committee.

Councillor Hasson questioned how the increase of noise generated by helicopters taking off on rural land is going to be measured in the future?

Ms Barker answered that as part of ‘Airfields, Air strips and Helicopter landing pads’ report, there was a recommendation that the rules regarding helicopter noise is revised. This will be progressed during the next stage in consultation with Council’s acoustic consultants.

Councillor Bland asked whether the Memorandum of Understanding and cooperation was taken into account, as the military cannot function if it was constrained by legislation.

Ms Barker answered that the Burnham Camp and West Melton rifle range are designated under the District Plan and the NZDF wishes to retain these designations. SDC and the Military have been working closely on temporary military training activity provisions. They were consulted with regarding both the baseline reports and the preferred option report. Ms Barker recognises the importance to this District and the

need for continued engagement with NZDF to ensure they can continue to operate effectively.

Councillor Miller commended Ms Barker and Mr Trevathan on the report. He understands that CIAL are trying to protect their 24hour operation and commented that Selwyn also wants that same protection for businesses in this District that have 24hour activities – particularly around industrial zones and dairy processing. The day and night time noise provisions are a concern. The assumption for business owners in the industrial zone is that noise limits within the boundary actually go right up to the boundary. Further clarity is needed for businesses within the industrial zone to understand that.

Mr Trevathan agrees with Councillor Miller. The rules are clear, as they stand, at that interface between the business zone and rural there is a limit that applies. When you are looking at noise from one industrial operation to another within the zone no limit applies. However, some operators don't realise that the closer they get to the rural boundary another limit applies. It is a balance of allowing people to carry out the commercial enterprises versus protecting the amenity of dwellings in rural areas.

Councillor Miller states where a business is in an area zoned for a commercial activity, then the expectation is that it should be able to carry out that activity. Making it more difficult to operate in that commercial zone for those business owners who bought in that zoning thinking they would quite rightly be able to carry out those activities, would potentially do damage to the industry. There needs to be a clear delineation.

The Chair summarised that the approach suggested may see that noise limits, instead of being at the boundary or the interface be moved back to the notional boundary. The Chair stated that the Coolpak issue may not have arisen if the rules package presented was in place today. The Chair asked Mr Trevathan to confirm this.

Mr Trevathan confirmed that if you have a noisy activity and a noise-sensitive activity then there needs to be some physical setback between the two. Setting some stringent rules at the edge of the industrial zone means that effectively that setback is moving into the industrial land. The other option is if the limits apply at the notional boundary of dwellings, then that intervening area of rural land is being used as a buffer.

Councillor Miller commented on the potential devaluing of land right around the periphery of the industrial zone.

Mr Trevathan agreed with Councillor Miller.

Communications and Engagement Summary Plan

No discussion was held, summary plan taken as read and accepted.

Moved – Councillor Watson / Seconded – Councillor Mugford

Recommendations

“That the Committee notes the report.”

“That the Committee endorses the Preferred Option for ‘Noise and Vibration’ for further development and engagement, except that Recommendation 3.1.8(a) be amended to “further consider the CIAL related provisions and update and amend as required in consultation with CIAL.”

“That the Committee notes the summary plan.”

CARRIED

10. Supplementary Preferred Option Report and Communications and Engagement Summary Plan – West Melton Airfield

Ms Barker explained that the West Melton Airfield was part of the ‘Airfields, Air strips and Helicopter landing pads’ report, which the Committee endorsed with the exception of the West Melton Airfield approach. The direction was that further discussions occur with West Melton Airfield to progress the development of specific provisions to apply to West Melton Airfield. Following that direction a meeting was held between Council staff, a West Melton Airfield Representative and ECan to progress a proposed approach, and there has been ongoing correspondence leading up to this report being prepared.

The approach being sought is an Outline Development Plan/Management area. Ms Barker explained that this would involve the site being shown on the planning maps with specific provisions tailored to the facility which would replace the rural zone provisions where appropriate.

The key provisions the Club are seeking include an identified building development area where new building will be confined to with controls like maximum height; approach surface controls which limit structures and vegetation within these areas (already in the Plan but require amendment); noise contours or a cap on flight movements annually and possibly weekly or monthly; a limit on traffic movements; allowance for the construction of non-habitable buildings within the Flood Management Area.

Councillor McEvedy in 11.24am

The Club will provide a package of info to the Council, including a spatial plan and draft provisions and the necessary assessments to support the provisions at their own cost. This includes a Visual Character and Amenity Assessment (with a spatial plan), Noise Assessment, and a Transport Assessment. The Council would then use this information as the basis for the drafting of provisions. The costs to Council would include a planning resource, Acoustic Consultant and possibly a Transport Consultant. Council's urban designer could assess the spatial plan. Costs are expected to be in the vicinity of \$25k for the drafting phase.

Whether non-habitable buildings are exempt from flooding management rules (site within Waimakariri Flood Plain Area and currently non-complying consent is needed) is an issue that will need to be worked through further with ECan as ECan noted that buildings habitable or otherwise (and earthworks and planting) have the potential to reduce the flood flow or storage capacity of the floodplain.

NZDF operate the West Melton Rifle Range near the site. They have not expressed initial concern but have not formed an official position at this stage and ongoing consultation will be required.

The recommendation is to develop an Outline Development Plan type approach, subject to the identified information being supplied by the Club and the noise and flooding issues in particular being worked through in more detail. Reliable flight data and acoustic engineering input is seen as being crucial to the development of appropriate noise provisions. Targeted stakeholder engagement will also be required during the next phase.

Councillor Watson supports this approach and queried how the cost application works? Does the Community fund what is a plan change requested by a certain user, or does the user help support that funding also?

Ms Barker answered that the provisions will be developed, as a separate work stream package to the 'Airfields, Airstrips and Helicopter Landing Pad' provisions at an additional cost. Costs will likely include a consultant planner, acoustic consultant and possibly a transport consultant. The supporting assessments as the basis for the provisions will be funded by the Airfield.

Moved – Councillor Morten / Seconded – Mr D Ward

Recommendations

“That the Committee notes the report.”

“That the Committee endorses the Preferred Option for ‘West Melton Airfield’ for further development and engagement.”

“That the Committee notes the summary plan.”

CARRIED

Note

The following items will be moved to the next District Plan Committee meeting:

- *Preferred Option Report and Communications and Engagement Summary Plan – Family Flats*
- *Preferred Option Report and Communications and Engagement Summary Plan – Alternative Housing*

12. Preferred Option Report and Communications and Engagement Summary Plan – Waste Disposal

Mr Tapper briefed the Committee on the findings of the combined Baseline and Preferred Option Report that assess a series of options for the ongoing management of waste in the Selwyn District, including a preferred option for further engagement.

Watson out 11.31am

Mr Tapper summarised the Preferred Option, which would involve the removal of the majority of waste-related provisions from the proposed Plan, so as to allow waste activities to be controlled by the existing legislation. All of the waste-related rules in the Townships Volume would be removed, with the exception of the rule making landfills and waste management facilities a non-complying activity. In addition, the policy framework would be streamlined so as to avoid duplication with existing legislation.

In terms of the Rural Volume, the waste generation rules would be removed. The waste storage and disposal rules would be streamlined to relate to the control of hazardous substances disposal, setback distances from waterbodies, property boundaries and culturally sensitive locations, and the depth at which waste may be buried.

As part of this option, the designation of existing Council-owned facilities would be further considered to ensure they can more easily meet the community's needs without requiring resource consent. However, all other landfills would remain non-complying.

No discussion was held as no questions were raised by Councillors on this topic.

Communications and Engagement Summary Plan

No discussion was held, summary plan taken as read and accepted

Moved – Councillor Alexander / Seconded – Councillor Morten

Recommendations

“That the Committee notes the report.”

“That the Committee endorses the Preferred Option for ‘Waste Disposal’ for further development and engagement.”

“That the Committee notes the summary plan.”

CARRIED

13. Preferred Option Report and Communications and Engagement Summary Plan – Research Sites in Rural Zones

Mr Tapper spoke to his report. He briefed the Committee on the findings of the combined Baseline and Preferred Option Report. The report reviewed whether the existing District Plan provisions remain relevant and appropriate for controlling the use of rural sites for research purposes in the district. In addition, the scope addresses the issue of land being used for research relating to Genetically Modified Organisms (GMOs) and determines whether it is appropriate to control this form of research through additional District Plan provisions.

A number of organisations run rural-related research sites in the Rural Zone of the district, including both Crown-owned (AgResearch, Plant and Food Research, Lincoln University and the New Zealand Forest Research Institute) and private operations (e.g. Kimihia Research Centre run by PGG Wrightson).

Watson in 11.37am

There are currently no GMOs being tested in the District, and no genetically modified food, crops or animals have been released in New Zealand to date. Therefore, there is a recommendation that there is no need to control this through the District Plan.

Mr Tapper summarised stakeholder engagement.

Mr Tapper summarised the recommended Preferred Option 2. It is not considered necessary to control the testing or release of GMOs within the District Plan as there is other legislation that has stringent tests for anyone wanting to undertake GMO-related work. Key draft changes include treating research activities undertaken by privately owned entities, tertiary education providers or Crown research institutes the same, (i.e. they won't need a resource consent as long as the activities have a rural association, which means that they are related to growing or rearing of crops or livestock); allow conferencing activities directly related to the primary activity on a research site to be undertaken as of right.

Councillor McEvedy thanked Mr Tapper for his report. He commented that there is a lot of private research facilities in the Selwyn District ranging from farmers carrying out their own research through to the corporates. It obviously needs to be a permitted activity.

Mr Tapper referred back to the rule that states that for any activity to be permitted it needs to be related to the growing and rearing of crops and livestock and associated monitoring and research.

Communications and Engagement Summary Plan

No discussion was held, summary plan taken as read and accepted

Moved – Councillor Watson / Seconded – Councillor McEvedy

Recommendations

“That the Committee notes the report.”

“That the Committee endorses the Preferred Option for ‘Research Sites in Rural Zones’ for further development and engagement.”

“That the Committee notes the summary plan.”

CARRIED

12. Update on District Plan Review Financials

The District Plan Review Financials report was provided to the Committee in the Agenda, with an update on the District Plan Review budget and financials to 31 May 2018.

No discussion was held, the District Plan Review Financials report was taken as read and accepted.

Moved – Mr D Ward / Seconded – Councillor Morten

Recommendation

“That the Committee notes the report.”

CARRIED

Note

The Chair noted a Conflict of Interest – Ms Wati, in regards to the next presentation (Preferred Approach Report and Communications and Engagement Summary Plan – Sites and Areas of Cultural Significance).

11. Preferred Approach Report and Communications and Engagement Summary Plan – Sites and Areas of Cultural Significance

Mr Horgan spoke to his report. He outlined to the Committee that he would present findings of the Sites and Areas of Significance Report that has been prepared by Mahaanui Kurataiao Ltd on behalf of Te Taumutu Rūnanga and Te Ngāi Tūāhuriri Rūnanga and to communicate their preferences for the identification and categorisation of sites and areas of cultural significance in the District Plan.

The purpose of the report was to analyse the effectiveness of the Operative DP provisions; propose a preferred approach to identifying/categorising significant sites & areas; identify a preliminary landscape categorisation – accompanied by maps; identify potential risks/threats to cultural values; outline the content of objectives, policies and rules and make recommendations for preferred activity status for activities within the different cultural categories.

In particular, Mr Horgan noted that the operative District Plan has an overwhelming emphasis on earthworks. The relevant objectives and policies are worded with an emphasis on protection of sites/areas of cultural significance. The policies adopt poor terminology e.g. “inappropriate” damage or destruction. Mr Horgan wishes to note that for Ngāi Tahu, any damage on or around sites of cultural areas of significance, is inappropriate.

The rules are almost singularly focused on the management of earthworks as the tool for protection of sites and areas. The main deficiency is that it does not contemplate that there may be effects on cultural values other than those associated with earthworks and the accidental discovery of artefacts.

The recommended approach is to move away from the traditional approach of pinpointing sites on maps. The traditional approach overlooks the fact that mana whenua traditionally occupied and used resources across the district. The report recommends pursuing an approach similar to that adopted in the Christchurch District Plan. The Christchurch District Plan adopts a cultural landscape based approach, which contains provisions which reflect the associated values that require protection.

Mr Davis briefed the Committee on the various landscape categories.

Mr Davis spoke to the first type of category the Ngā Tutohu Whenua concept which is a way to understand the broader cultural landscape within the district. Maps were presented that show cultural catchments that also occur within the Iwi Management Plan.

Ngā Tutohu Whenua are the cultural landscapes of the Selwyn District, which encompass entire catchments, rather than general areas. This includes the 3 distinguishable Ngā Tutohu Whenua geographical areas Rakaia, Waihora and Waimakariri River catchments within the Selwyn district. Mr Davis wishes to note that other perceivable Cultural Landscapes occur within Selwyn District include a portion of Kā Tiritiri o te Moana – the Southern Alps and High Country; Wairiri – the Malvern Hills; a portion of Kā Pakihi Whakatekateka o Waitaha – the Canterbury Plains; and Te Waihora (covered in Ngā Tūrangā Tūpuna)

Mr Davis presented Map 1 – showing Ngā Tutohu Whenua.

Wāhi Tapu and Wāhi Taonga was examined and largely comprised of silent files, Maunga Tapu/Tūpuna, Pā/Kāinga/Mahinga Kai sites, and Ngā Puna (springs). Silent files are largely geographic extents which can be defined at property level where there is information that sits under that which will need to remain silent until particular issues arise, in a more private setting. There are several legal precedents where this has occurred throughout New Zealand already.

Map 2 – depicts springs that have been mapped by ECAN.

Map 3 – depicts ancestral mountain passes and several other alpine localities.

Map 4 – depicts Te Waihora land management area

Ngā Tūranga Tūpuna refers to a larger extent of land within which there is a concentration and broader range of culturally significant sites. It represents areas where Mana Whenua have an elevated concern with regards to the integration and effects of a wide range of land-use activities. It may require notification or engagement as part of a planning process

Map 5 – depicts setbacks

Ngā Wai include Ngā Awa; Ngā Roto; Ngā Hāpua; and Ngā Repo

Mr Horgan explained the potential threats to sites and areas of cultural sites significance. Threats include: earthworks; contaminated land; subdivisions; vegetation removal; disturbance of wetlands, riparian margins and waipuna; restrictions on access; structures, utilities and roads; intensive farming and heavy industry; commercial forestry; and commercial recreation and tourism. He commented that the range of activities that could have an adverse effect on sites and shows the inadequacy of the operative plan to manage cultural sites.

In regards to the objectives, policies and rules, Mr Horgan wishes to note a specific policy(s) on engagement. There is guidance on the types of rules and controls that may be appropriate are contained in tables in Appendix 2 - Ngā Wai; Appendix 3 - Ngā Tūranga Tūpuna; Appendix 4 - Wāhi Tapu/Wāhi Taonga. The rules tables are indicative only – with the final Rūnanga position being confirmed once Council has advised definitions, zones, and activity status for land uses.

Mr Horgan concluded the presentation by presenting the recommendation that Council endorse the Preferred Approach for 'Sites and Areas of Cultural Significance' for further development and engagement.

Councillor Hasson thanked Mr Horgan and Mr Davis for the presentation and asked for clarification regarding the map showing Wai Puna springs. Councillor Hasson queried the accuracy of the maps presented.

Mr Davis stated that Mahaanui Kurataio Ltd is not Mana Whenua (the ones to be consulted with) so stated that it is inappropriate for them to comment on this. Springs information was taken from live maps from the ECAN website.

Councillor Hasson queried access to land for land drainage. Some streams and creeks have a Queen's chain on them. Where does the iwi sit with regards to using the Queen's Chain as access for Mahinga kai?

Mr Davis answered that this question is best directed to mana whenua directly. In an ideal world, where habitats are restored and species can be harvested sustainably, access arrangements can be worked out on a case by case basis.

The Chair commented that the details will be followed up with the Rūnanga.

Councillor Lemon thanked Mahaanui Kurataio for presenting the report and commented that there is a lot of complementary work being done by the Biodiversity working group and the Cultural Landscape Values Management area.

Councillor Lemon asked a question in relation to access to Wāhi Taonga in the riverbeds, given we are governed by ECAN? He added a point of clarification, when presented to Biodiversity Working Group, it was not stating that iwi have automatic rights to that access.

Mr Horgan answered, no, the intention is it will be worked through on a case by case basis (access).

Councillor McEvedy thanked Mahaanui Kurataio for a good report. Councillor Hasson queried earlier how it would work in with the cultural landscapes area and Wāhi Taonga sites already being administered and overseen under Farm Environment Plans under Plan Change 1 (to the LWRP). Duplication of work and overlap will exist. Councillor McEvedy has spent a lot of time working with another Mahaanui representative already and commented that there is room for cooperation and collaboration. It is important that everyone understands the same thing given we have already gone through the process of Plan Change 1 with Farm Environment Plans.

Ms Wati provided clarification that information is derived from the same people (iwi or Rūnanga themselves) for water zone and cultural landscape management information. When it becomes operative, there will be specific triggers in what the Rūnanga want to see, but they will need to be aware of what the activities are first.

Mr Davis commented that Regional Councils are charged with ensuring management and protection for certain sets of activities, as with other legislation. This was at the forefront and being mindful of being potentially onerous on property owners. There are many other places within the District which are unique that have not been assessed and included in the report. There are other relevant works that are managed for and protected in other ways. This specific set has been crafted specifically for the Committee's consideration as it is relevant to those activities that SDC govern and manage.

Councillor Miller asked for clarification that the proposal that is being put forward is in line with Christchurch City Council as the line on the map across Te Waihora did not line up. The wider community will want to know the implications of those landscapes and zoning.

Mr Davis answered that having a category and a site class like (Wāhi Tapu and Wāhi Taonga) is usually born of a conceptualisation where earthworks are assessed and when they trigger a certain process beyond that (with regards to certain areas) this will generate a conversation between applicants and Rūnanga. With regards to the site class, it hasn't gone beyond what is in the Operative District Plan in regards to what they are and where they are, with the exception of two cases where recognition hasn't been afforded in the past and there is now an opportunity. They aren't large areas, however they are areas that are now better understood now by kaitiaki.

Councillor Miller referred back his comment in the first part of the question about the lines of Te Waihora. He suggested that it is a good opportunity to engage with CCC and ask whether it is a good idea to have a boundary through a lake. Mahaanui Kurataio could lead that charge as it would be beneficial as there are waterways in both Christchurch and Selwyn.

Mr Davis commented that his Iwi would support that.

Communications and Engagement Summary Plan

No discussion was held, summary plan taken as read and accepted

Moved – Councillor Lemon / Seconded – Councillor Reid

Recommendations

“That the Committee notes the report.”

“That the Committee endorses the Preferred Approach for ‘Sites and Areas of Cultural Significance’ for further development and engagement.”

“That the Committee notes the summary plan.”

CARRIED

Minutes confirmed:

This day of 2018

CHAIR PERSON



**District Plan Committee meeting
Held on Wednesday 8 August 2018 at 9.00am at
Selwyn District Council,
Rolleston**

Present: Mayor S Broughton, Councillors M Alexander, M Lemon, P McEvedy, D Hasson, Councillor N Reid, Councillor B Mugford, M Lyall, J Bland, C Watson, J Morten, Mr D Ward (CEO SDC), Ms T Wati (Te Ngāi Tūāhuriri Rūnanga).

In attendance: T Harris (Chair), Messrs J Burgess (Planning Manager), , S Hill (Business Relationship Manager), Mesdames J Ashley (District Plan Review Project Lead), R Carruthers (Strategy and Policy Planner), K Johnston (Communications Consultant), J Lewes (Strategy and Policy Planner) and N Brown (District Plan Administrator).

Standing Items:

1. Apologies

Councillor P Skelton (Environment Canterbury), Councillor G Miller and Mr Hirini Matunga (Te Taumutu Rūnanga)

Moved – Councillor Alexander / Seconded – Councillor Mugford

‘That the apologies received from the above Councillors be received for information.’

CARRIED

2. Declaration of Interest

Nil.

3. Deputations by Appointment

Nil.

4. Confirmation of Minutes

No minutes to confirm.

5. Outstanding Issues Register

Nil.

6. Update Report on Strategic Directions

Ms Rykers provided the Committee with an update on the development of Strategic Directions, as per her report. The development and finalisation of this Chapter of the reviewed District Plan will follow an iterative process. This includes engagement with Mana Whenua and Environment Canterbury on the content of the chapter and its objectives.

A further update to the Committee will be provided at the end of 2018.

Councillor Morten out 9.10am

A discussion was held on intensification of key activity centres. Ms Rykers commented that it is critical to confine and express what the key strategic issues are.

The Mayor requested stronger strategic direction included about intensification of existing townships and confinement.

Ms Rykers noted Councillor Hasson's concerns about the pattern of settlement around both urban and urban areas and answered that this could be framed in the strategic directions including rural amenity and making urban 'urban'.

Councillor McEvedy commented that reverse sensitivity effects and impact of urban development upon existing rural operations is not taken into account.

Councillor Morten in 9.12am

Mr Ward out 9.12am

Ms Rykers commented that although a strategic directions chapter is optional, it would provide a better integration of strategic items within the Plan – particularly for decision makers. Councillor Watson agreed that a strategic chapter should be Selwyn-specific and provide 'high-level' strategic direction.

Mr Ward in 9.13am

Recommendation

"That the Committee notes the report."

Moved – Councillor Lyall / Seconded – Councillor Morten

CARRIED**7. Update Report on Energy and Infrastructure**

Ms Rykers spoke to the key points of her report and provided the Committee with an update on progress with the Energy and Infrastructure topic.

The draft provisions also included clear provisions for telecommunication networks which are anticipated to play a significant role in the management of farms and irrigation networks.

The next phase is to take the next working draft that comes from the network utilities group and refine them to provide a Selwyn context. There are amenity rules for telecommunication cabinets in Alpine Villages and rules around utilities in Izone which will need to be added in. The provisions will then need to be reviewed in line with recommendations received from Mahaanui Kurataio Ltd regarding sites and areas of cultural significance.

Ms Rykers explained the impact on affected stakeholders (Orion, Central Plains (irrigation), Transpower, Federated Farmers and Horticulture New Zealand) about what the provision for electricity corridors may mean for rural properties.

Councillor Lemon commented that the Biodiversity Working Group will discuss the impact of telecommunications on significant natural areas at the upcoming meeting.

Councillor Watson out 9.20am

Councillor Hasson was concerned about boundary planting and the cost of vegetation removal. Ms Rykers answered that the project team will engage further with the Selwyn District Council subcommittees and teams to develop appropriate rules and to understand current issues.

A discussion was held regarding the impact of utility services on the landscape.

Ms Wati thanked Ms Rykers for considering the sites and areas of cultural significance within the report and for the dialogue with both Te Papatipu Ngā Rūnanga and Te Rūnanga o Ngāi Tahu.

Councillor Morten commented that it is becoming increasingly more difficult for utility providers to provide utilities for communities without negatively impacting the landscape.

Ms Rykers replied that representatives from the utility groups are sensitive to those issues and the draft provisions will take this into account.

Councillor Watson in 9.24am

Councillor Morton wants utility groups to be enabled so they can continue to provide services, particularly to rural areas. Ms Rykers agreed that in a District like Selwyn, there is an increasing reliance for telecommunications for farm management.

Ms Wati stated that in some places in Selwyn's cultural landscapes where no telecommunication available, it is advantageous as it supports development of dialogue and connection to whenua. Councillor Morten clarified that his comment was not strictly about telecommunications.

Recommendations

"That the Committee notes the report."

"That the Committee endorses the Programme and Engagement for the development of the Energy & Infrastructure chapter."

Moved – Councillor Hasson / Seconded – Councillor Lyall

CARRIED

8. Preferred Option Report and Communications and Engagement Summary Plan – Family Flats

Ms Lewes spoke to her report and provided an overview of current provisions for family flats in both rural and living zones. The key issues which are the difficulty in enforcing the occupancy restriction, and the lack of standards that apply specifically to family flats.

The Preferred Options were summarised as Option 2: Remove occupancy restrictions and Option 3: Amend and update provisions to improve clarity.

A discussion was held about density provisions. Ms Lewes commented that in addition to standards, densities were also set (particularly in rural areas which is also governed by the RPS). The recommendation is to make subdivision of minor residential units non-complying where it doesn't meet the density provisions in the District Plan.

The Chair added that the effects of subdivision are quite different to that of a Family Flat situation, in terms of location of dwellings and the use of shared driveways which reinforce the appearance of one residential activity.

Councillor Hasson suggested consideration of planning processes from urban area in regards to the provisions of shared driveways could be used.

Councillors provided mixed views of their support for the preferred option.

Councillor Alexander supports the recommended options as the current options are problematic. The proposed options will improve the current situation.

Councillor McEvedy agrees with Councillor Alexander and comments that the option selected should make it simpler. Option 2 is his preference.

Councillor Reid acknowledged that there would be a potential issue of how to manage a proliferation of Air BnBs and the like.

Councillor Watson agreed there are challenges in whatever is decided. In discussions with members of the community, the biggest issue is the density of occupancy (cars in driveways) and the impact on resources (sewage). Councillor Watson is concerned that Option 2 is dismissive and may not provide correct information for Council for the purpose of the collection of rates. Councillor Watson suggested a year-by-year opt out option where rates applied on the dwelling becomes a discretionary exercise. It was suggested that Selwyn District Council looks to solutions suggested by other Councils and get LGNZ support on this as feedback from the community is not positive of the rating of family flats.

Ms Wati supports the preferred options presented as it provides an opportunity to build flats and look after our Kaumatua.

The Mayor commented on the varying effects of different housing options on a block, and agreed with removal of some of the extra controls proposed.

The Chair summarised that although there are mixed views there is general support for the proposed preferred options. The proposed preferred options is a combination of Options 2 and 3 (location aspect and controls over size).

Ms Lewes explained that Option 3 addresses assessment issues in managing family flats. There are no specific provisions currently for family flats, although the definition of dwelling includes family flats as well as a separate definition. Option 3 would provide that context and provides more certainty. Ms Lewes encouraged the Committee to endorse Option 3 also.

A brief discussion regarding the charging of rates and development contributions was held. Ms Lewes commented that the issue of rates is separate from the District Plan provisions. The baseline report noted that the ratings policy is that “any separate unit or habitable part is rated”. There will likely be a change in development contribution policies.

Councillor Watson commented that the community doesn’t see it as two different things and asked for further clarification.

The Chair answered that there would be further opportunity for input from community.

Recommendations

“That the Committee notes the report.”

“That the Committee endorses the Preferred Options for ‘Family Flats’ for further development and engagement.”

“That the Committee notes the summary plan.”

Moved – The Mayor / Seconded – Councillor Morten

CARRIED

9. Preferred Option Report and Communications and Engagement Summary Plan – Alternative Housing

Ms Lewes spoke to her report and briefed the Committee on the findings of the combined Baseline and Preferred Option Report.

Councillor Mugford out 9.50am

Issues include that there are no specific policies addressing alternative housing in its various forms; existing provisions are redundant or limited in their application; there is a lack of certainty and no appropriate assessment criteria to support developers, and the rules do not address effects that alternative housing may give rise to.

Councillor Mugford in 9.54am

Ms Lewes summarised the preferred option is that alternative housing options be provided for within the Proposed District Plan by the incorporation of appropriate definitions, policies and rules.

Ms Lewes acknowledged integration of the transport workstream.

Councillor Lemon agrees with the proposed preferred option.

Councillor Alexander supports the preferred option provisions but is concerned whether the provisions will be adopted and implemented in a cost effective way.

Councillor Hasson suggested to look to the Body Corporate structure versus stand alone when reviewing alternative housing solutions. Ms Lewes noted Councillor Hasson's point.

Councillor McEvedy commented that the impact on other provisions must be considered, particularly when amending definitions. Ms Lewes agreed with Councillor McEvedy and is cognisant of the fact of the crossover with the Building Act.

Councillor Lemon out 10.10am

Councillor Bland questioned whether a cost analysis exercise has been carried out? Ms Lewes answered that Selwyn District Council has not carried out a cost analysis exercise, but acknowledged that large tertiary institutions have done studies looking at this issue and that staff had awareness of these studies.

Councillor Lemon in 10.12am

Councillor Lyall commented that the entry level costs with this model of housing was low, and encouraged the Committee to research 'co-housing'. It enables that form of development by sharing common space and amenities. Mr Ward supports the recommendations but noted that the discussion was drifting into social housing.

Councillor Watson agreed with Councillor Lyall about co-housing and that removing cost barriers is the real challenge.

Recommendations

“That the Committee notes the report.”

“That the Committee endorses the Preferred Option for ‘Alternative Housing’ for further development and engagement.”

“That the Committee notes the summary plan.”

Moved – Councillor Lyall / Seconded – Councillor Lemon

CARRIED

10. Preferred Option Report and Communications and Engagement Summary Plan – Subdivision

Ms Carruthers spoke to her report and provided an outline to the Committee. Ms Carruthers stated that details will be dependent on work undertaken by other workstreams.

The main issues are that existing provisions have lost coherence (particularly in Living zones); use of the term ‘allotment’; the provisions for the creation of access, reserve and utility lots have been unable to be used as intended; expectations about notification of applications; and esplanade provisions do not give effect to higher order documents.

Ms Carruthers summarised the preferred options.

There was no discussion on this report.

Recommendations

“That the Committee notes the report.”

“That the Committee endorses the Preferred Option for ‘Subdivision’ for further development and engagement.”

“That the Committee notes the summary plan.”

Moved – Councillor Morten / Seconded – Councillor Watson

CARRIED

11. Overview of Public Consultation

Ms Johnston spoke to her presentation and provided the Committee with an overview of the upcoming public consultation phase and engagement material that has been developed for the District Plan Review process.

There are 23 topics that will be consulted on, 4 of these will be at the end of August (preferred options will be presented next meeting). The most relevant topics and likely to be of most interest to the public were selected for the consultation.

Branding was developed for the 4 groupings of all the topics: district-wide, residential, rural and business.

A 'Summary of Key Draft Changes' consultation document was developed to provide an overall summary of the draft changes endorsed for further development. There is a factsheet and frequently asked questions for each topic, to provide context and detail on the key issues and draft changes.

'YourSay Selwyn' is the online Engagement hub which provides information on consultation topics. Each topic will have a link to the factsheet and a survey to complete to submit feedback.

Councillor Watson out 10.39am

There are various consultation and engagement opportunities including Face-to-Face meetings (spread across the ward); online forum (YourSay) and a specific phone and email inbox managed by the District Plan Review team.

ACTION – N Brown will send an outlook invitation to Councillors for the scheduled public engagement events.

Councillor Morton asked about the online engagement process and the requirement to register. Ms Johnston answered that registration for the online engagement forum is a one-off, quick process. Council can then produce a database from the collected information to be used for future related engagement exercises.

Councillor Watson in 10.42am

Councillor Morton questioned the Chair whether there was a conflict of interest if Councillors submit a survey response? The Chair confirmed that Councillors have been involved in endorsing preferred options for these topics so should not participate through that forum. The Mayor supported this position and agreed that it would be best not to.

Ms Johnston spoke about the various consultation channels which includes a video by the Mayor, a Facebook competition 'How well do you know our district', face-to-face consultation sessions and direct mail outs. Public consultation starts in the week of 13 August and finishes on 8 October. This consultation is the first check whether we are on the right track with the review so far before the Proposed District Plan gets notified for formal public consultation which is expected to happen in early 2020.

Ms Johnston commented that Councillors can assist by attending the community events and public consultation drop-in sessions and by promoting the consultation within their community.

Councillor McEvedy out 10.45am

Mayor stated that it is important to have hardcopy feedback forms available also. A similar summary foldout like ECAN would be a suggestion.

Councillor Watson agreed with the Mayor. Councillor Watson asked whether people can engage multiple times using different communication channels?

Ms Johnston confirmed that she will have printed copies of the consultation summary document *Are we on the right track?* available for service centres. The public are welcome to send in written feedback. A generic feedback form will be created for this purpose also. Whilst this isn't a formal submission, the consultation provides the public with an opportunity to provide feedback. Ms Johnston thanked the Mayor for the suggestion regarding making a hardcopy feedback form available and answered Councillor Watson's query that it is possible to complete multiple surveys on different topics.

Councillor Lyall out 10.48am

Councillor Watson thanked Ms Johnston for coming along to the youth council and suggested using open questions on the surveys, to invoke thought and interest in the topic.

Ms Johnston answered that questions were developed at a high level and particularly where there are complex rules, questions were written in a simple way.

Ms Wati agreed with Councillor Watson that it is good to have thought-provoking questions.

Recommendation

"That the Committee notes the presentation."

Moved – Councillor Watson / Seconded – Councillor Alexander

CARRIED

12. Post Engagement Reporting

Ms Ashley informed the Committee of the proposed methods for post-engagement reporting on the Preferred Option(s) for each topic. The purpose is to enable workstreams to progress to the 'Drafting and Section 32 Evaluation Phase'.

The templates (included in the report) will be used to inform the Committee of any feedback received and to provide a summary of key themes of the topics that have had public consultation and whether or not there are changes to the preferred approach.

Ms Ashley concluded that the intention is to get to the drafting of section 32 reports by the end of the year, so drafting can commence next year.

Councillor Alexander supports this exercise, and commented that if there is if there is high engagement levels that more meetings could be offered.

Councillor Lyall in 10.53am

An additional meeting to be held in November was raised and all Councillors were in agreement. The Mayor commented that Councillors have agreed in a separate forum that Thursday would be the preferred day if a Wednesday meeting was not possible.

Councillor Watson suggested using Council call and Facebook to keep public aware of upcoming public engagement events. The Chair noted this point.

The Mayor suggested including a short summary on the first page of the engagement summary report to highlight the nature of the feedback received and to also include the endorsed preferred option.

Recommendation

"That the Committee notes the report."

Moved – The Mayor / Seconded – Councillor Lyall

CARRIED

5. OUTSTANDING ISSUES REGISTER

Nil

Subject	Comments	Report Date / Action	Item Resolved or Outstanding
Family Flats	Confirm implications of Preferred Options for the rating and development contributions of a minor residential unit	8 August 2018	

Specific Reports

6. Preferred Option Report and Communications and Engagement Summary Plan – Coastal Environment

Author:	Claire Kelly, James Bentley & Stephanie Styles (Boffa Miskell)
Contact:	Andrew Mactier (347 2802)

Purpose

To brief the Committee on the Preferred Option Report, which provides a summary of the planning and landscape planning assessment of the key issues relating to the Coastal Environment within the control of the Selwyn District Council and should be read in conjunction with the technical report “*Selwyn Coastal Environment: Natural Character and Landscape Study*” (Coastal Environment Study) which contains the specialist review of landscapes within the district. In addition, reference should be made to the *Coastal Environment: Planning Analysis* report.

The attached Communications and Engagement Summary Plan is to inform the Committee of the engagement activities to be undertaken in relation to the ‘Coastal Environment’ topic.

Recommendations

“That the Committee notes the report.”

“That the Committee endorses the Preferred Option for ‘Coastal Environment’ for further development and engagement.”

“That the Committee notes the summary plan.”

Attachments

‘Preferred Option Report for Coastal Environment’

‘Coastal Environment – communications and engagement summary plan’

PREFERRED OPTION REPORT TO DISTRICT PLAN COMMITTEE

DATE:	August 2018
TOPIC NAME:	Natural Environment Topic: Coastal Environment
SCOPE DESCRIPTION:	To identify the extent to which the operative District Plan gives effect to both the New Zealand Coastal Policy Statement 2010 (NZCPS) and the Canterbury Regional Policy Statement (CRPS), and what amendments are necessary to align provisions with current best practice in the protection and management of the coastal environment in the Selwyn District.
TOPIC LEAD:	Andrew Mactier
PREPARED BY:	Boffa Miskell Ltd (Claire Kelly, James Bentley and Stephanie Styles)

Executive Summary

<i>Issue(s)</i>	<p>The operative Selwyn District Plan does not explicitly recognise the coastal environment of Selwyn District, nor does it provide for active management of the coastal environment.</p> <p>The Plan does not identify the extent of the coastal environment and neither does it include provisions that seek to protect the values and character of that environment. Consequently, the Plan does not give effect to the NZCPS or the CRPS.</p>
<i>Preferred Option</i>	<p>Identify the coastal environment thorough an overlay on the planning maps.</p> <p>Develop a specific Coastal Environment section which includes the coastal environment policy framework (objectives and policies).</p> <p>ONL and ONC managed through the provisions in the Landscape, Landforms and Natural Character Section.</p> <p>Removal of indigenous vegetation managed through Ecosystems and Indigenous Biodiversity Section.</p> <p>Earthworks and buildings/structures, not captured by the above, managed through rules in the Coastal Environment Section, if the Rural Zone rules do not provide sufficient control.</p> <p>Apply an underlying zoning, which is likely to be rural, to the coastal environment area.</p>
<i>DPC Decision</i>	

1.0 Introduction

This report provides a summary of the planning and landscape planning assessment of the key issues relating to the Coastal Environment within the control of the Selwyn District Council and should be read in conjunction with the technical report “*Selwyn Coastal Environment: Natural Character and Landscape Study*” (Coastal Environment Study)¹ which contains the specialist review of landscapes within the district. In addition, reference should be made to the *Coastal Environment: Planning Analysis* report². This summary should be read in conjunction with the full Baseline Report, which is attached as **Appendix 1**.

The review of the Coastal Environment seeks to determine what approach should be carried forward into a proposed District Plan, and what amendments are necessary to align provisions with current best practice. In particular, it has been identified that there is a need to ensure alignment with both the New Zealand Coastal Policy Statement 2010 (NZCPS) and the Canterbury Regional Policy Statement (CRPS).

It is noted this work is inter-dependant on other work streams, including those relating to sites and areas of cultural significance including Kāinga Nohoanga, heritage items, landscapes, vegetation and ecosystems and water. The timing of those other work streams is varied and the final outputs of some were not available at the time of preparing this preferred option report (particularly sites and areas of cultural significance and sites of ecological significance). It is understood that to date, there have been no heritage items identified in the coastal environment. However, the Landscape Study has identified two Outstanding Natural Features/Landscapes (ONFL) that fall either entirely (Te Waihora/ Lake Ellesmere – Selwyn section) or partially (Rakaia River- Rakaia River mouth) within the coastal environment, which means that these ONFL will be subject to the provisions of the NZCPS.

It is also noted that this work will need to inform (or be informed by) other workstreams such as Transport, Energy and Infrastructure, Residential, Rural General, Signs, Subdivision, Natural Hazards and Vegetation and Ecosystems to ensure the values of the coastal environment are considered at the time of drafting objectives, policies and rules and there is alignment with the NZCPS and, where relevant, the CRPS.

2.0 Summary of Issues

The key resource management issues within the coastal environment, as they relate to this specific topic include:

- i. The need to give effect to the RMA, the NZ Coastal Policy Statement and the RPS.
- ii. The potential loss of, or adverse effects on, the coastal environment’s outstanding natural features and landscapes, natural character, cultural values or sites and ecology;

¹ Boffa Miskell Ltd, 16 February 2018.

² Boffa Miskell Ltd, 20 March 2018.

- iii. Adverse effects of land use, development and subdivision (including cumulative effects), on the coastal environment;
- iv. The effects of coastal processes, including coastal erosion and seawater inundation on subdivision, use, and development;
- v. The need to recognize and provide for the relationship of mana whenua and their culture and traditions within the coastal environment, including their role as kaitiaki in the coastal environment, mahinga kai, wāhi tapu; and
- vi. The need to provide for appropriate public and Ngāi Tahu access to and along the coast.

It is noted that cultural values / sites, vegetation and ecosystems and natural hazards (coastal processes) issues will be addressed through separate workstreams and will need in time to be integrated with this topic.

3.0 Statement of Operative District Plan approach

The operative Selwyn District Plan does not contain any objectives and policies that address the coastal environment, and only one provision relating to the coastal area (Rule 3.1.1.1(b)), which makes buildings that are seaward of the Coastal Hazard 1 Line, a non-complying activity.

The Plan does not contain any other provisions that specifically relate to the coastal environment, with the land adjacent to the sea and that part of Te Waihora/Lake Ellesmere within the Selwyn District being zoned as Outer Plains, except for the Rakaia Huts which are zoned as Living 1. This is unsurprising as the Plan was made operative prior to the NZCPS being gazetted in 2010.

The operative Plan identifies Te Waihora/Lake Ellesmere as an Outstanding Natural Feature (ONF) and as a Wāhi Taonga Management Site, and includes two Silent File Areas. The Lake edge is within the Lake Ellesmere Flood Area and a Wāhi Taonga Management Site is identified on the south-eastern edge of the Lake. Policy B1.4.13³ recognises Te Waihora/Lake Ellesmere as an ONF and seeks to manage activities that may adversely affect its natural character or views across the lake, or from the lake across the Plains. The Policy also seeks to manage the clearance of existing areas of indigenous vegetation and wetlands, and encourage restoration and enhancement.

Relevant operative District Plan provisions are set out in Appendix 1 of the Coastal Environment: Planning Analysis report.

³ Policy B1.4.13 (a) Recognise Te Waihora/Lake Ellesmere and its margins as an Outstanding Natural Feature; and
 (b) Ensure that any structures, earthworks or tree planting located along the margins of the lake, or any structure located across the surface of the lake do not detract from its natural character or the views across the lake or from the lake across the Plains; and
 (c) Control the clearance of existing areas of indigenous vegetation and wetlands, and encourage the restoration and enhancement of these areas in and around the vicinity of the lake.

4.0 Summary of relevant statutory and/or policy context and other background information

4.1 Resource Management Act (RMA)

Under Section 6 of the Resource Management Act 1991 (RMA) the Council must preserve the natural character of the coast and protect the important natural values of the coastal environment, whilst also providing for public access. Section 7 (b), (c), (d) and (f) require the efficient use and development of natural and physical resources, the maintenance and enhancement of amenity values, the intrinsic values of ecosystems and the maintenance and enhancement of the quality of the environment. Section 8 requires all persons exercising functions and powers under the RMA, in relation to managing the use, development, and protection of natural and physical resources, to take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).

4.2 New Zealand Coastal Policy Statement 2010

The objectives in the New Zealand Coastal Policy Statement (NZCPS) closely reflect the Council's obligations under s5 and s6 of the RMA. The NZCPS recognises the need to balance preservation and protection with enabling people to undertake land uses and development for economic, cultural and social reasons. However, activities need to be appropriately located and managed, recognising that some activities can only be located in the coastal environment. It also acknowledges the need for the integrated management of the land component of the coastal environment and the Coastal Marine Area (CMA).

The NZCPS provides very clear expectations around activities occurring in the coastal environment including:

- avoid all adverse effects of activities on areas with outstanding natural character (Policy 13);
- avoid significant adverse effects, and avoid, remedy or mitigate other adverse effects on natural character in all other areas of the coastal environment (Policy 13);
- all adverse effects of activities on ONFL are avoided (Policy 15); and
- significant adverse effects are avoided, and all other adverse effects of activities on other natural features and landscapes are avoided, remedied or mitigated (Policy 15).

4.3 Canterbury Regional Policy Statement (CRPS)

Chapter 8 of the Canterbury Regional Policy Statement (CRPS) sets out the issues, objectives and policies that apply to the Coastal Environment. The CRPS was being written at around the same time that the NZCPS was gazetted and due to this timing, the CRPS was not able to fully consider the requirements of the NZCPS. It is therefore understood that the CRPS provisions does not give full effect to the NZCPS and that direct reference back to the NZCPS is appropriate in this circumstance. The policies seek to provide for the integrated management of natural and physical resources and activities in the coastal environment, the protection of the values of the coastal environment as well as maintaining and enhancing public and Ngāi Tahu access to and along the CMA. The policies also seek to preserve and restore the natural character of the coastal environment through a range of

means including protecting outstanding natural features and landscapes including seascapes; and managing the adverse effects of occupation, subdivision, use and development.

4.4 Mahaanui Iwi Management Plan (IMP)

The Coastal Environment including the CMA is of great cultural importance and the IMP addresses this matter in several chapters. The principal interest is the identification and protection of cultural values and sites, and ensuring that development, land uses and subdivision do not generate adverse effects on those particular areas/values within the coastal environment.

Of particular relevance is Policy TAN7.1:

To require that local authorities recognise and provide for the particular interest of Ngāi Tahu in coastal land development activities, including but not limited to:

- (a) The protection of coastal headlands and skylines;*
- (b) The protection of coastal indigenous biodiversity, including remnant forest and endemic species;*
- (c) The protection of mahinga kai values;*
- (d) The protection of wāhi tapu and wāhi taonga;*
- (e) The protection of views of significant natural features and landmarks;*
- (f) Access to coastal areas for customary use;*
- (g) Ngāi Tahu aspirations for coastal areas, including the establishment of matāitai and taiāpure;*
- (h) The potential for sedimentation and contamination of coastal waters; and*
- (i) The increased pressure on existing water resources and community infrastructure.*

The areas of particular cultural significance are being addressed through a separate district plan review workstream being undertaken by Mahaanui Kurataiao Ltd for the Council.

4.5 Other Documents of Particular Relevance

The Regional Coastal Environment Plan became operative in 2005 and includes some updates from 2011 in relation to restricted coastal activities. However, given its age, the Plan does not align with or give full effect to the NZCPS.

The National Policy Statement on Renewable Electricity Generation, and the National Policy Statement on Electricity Transmission will be addressed in the Utilities workstream but the utility provisions will need to consider the recommendations in the Coastal Environment Study.

5.0 Best practice

The identification of the Coastal Environment and the process of defining natural character has evolved over recent years and has been the subject of a range of decisions from the Courts, particularly since the NZCPS was gazetted in 2010. Whilst the NZCPS provides guidance as to the characteristics of the coastal environment, expert landscape planning assessment is still required to determine the

extent of the coastal environment in a locality or along an entire coastline. As such there is no agreed process of defining the coastal environment that can be readily applied.

A description of the best practice approach to defining and judging the coastal environment and its values and, defining and judging natural character is set out in the Coastal Environment Study.

In terms of the management of coastal environments within planning documents (objectives, policies, rules or other methods), the NZCPS sets out how the purpose of the RMA, in relation to the coastal environment, will be achieved. However, the policies need to be interpreted at a district level and appropriate methods set to achieve the intended outcomes. There is no best practice approach to the creation of rules and methods at this present time. In fact, many first and even second generation plans that were made operative prior to November 2010⁴ fail to fully recognise the coastal environment in their plans and seemingly rely on the regional councils managing activities in the CMA.

However, since the gazetting of the NZCPS in 2010, and due to increased attention on competing activities (i.e. recreation, marine reserves, marinas, drilling for oil and gas and aquaculture, development in coastal areas and natural hazards, often associated with sea level rise), there has been a greater focus on the coastal environment and the interaction between the CMA and land that is affected by coastal processes. There has also been an increase in caselaw on matters related to the coastal environment, which has led to more detailed and directive approaches in some second-generation plans, including specific coastal environment chapters or at least a dedicated policy framework.

There have also been cases that have provided clarity as to the intent of some policies in the NZCPS. Of the many, the most pertinent is a Supreme Court decision (NZSC38) in April 2014 on two appeals in relation to salmon farms in the Marlborough Sounds⁵. This case focussed attention on the underlying policies, particularly directive policies that require the avoidance of adverse effects. That decision provides strong direction to avoid adverse effects on areas identified as having Outstanding Natural Character and Outstanding Natural Landscapes in the Coastal Environment. The decision states that where policy direction states 'avoid', essentially this is what should occur.

This decision also held that because a plan change is required to 'give effect to' (or 'implement') the NZCPS, and because the NZCPS itself is designed to achieve the purpose of the Act, a plan change which gives effect to the NZCPS must necessarily also be in accordance with Part 2. This means that it is unnecessary to refer back to Part 2 of the RMA when determining a plan change. However, the CRPS states that it will need 'to implement additional processes to gather the information that will be necessary to give meaningful effect to the provisions of the NZCPS', and therefore direct reference back to the NZCPS is required as the CRPS does not give full effect to that document.

6.0 Summary of alternative management responses – Other Districts

In reviewing the operative District Plan provisions, it is relevant to consider the approach taken in other comparable district plans in relation to the coastal environment. The planning analysis report

⁴ Or were past the point of change at the time the NZCPS was gazetted.

⁵ *Environmental Defence Society Inc v The New Zealand King Salmon Co Ltd* [2014]

specifically reviewed the Hurunui District Plan (HDP), Christchurch District Plan (CDP) and the Proposed Dunedin District Plan (PDPP).

The HDP applies a Coastal Environment Zone identified in accordance with the NZCPS, whereas the CDP and PDDP apply natural character overlays with land having an underlying zoning. However, the CDP also identifies the extent of the coastal environment on the planning maps.

The objective in the HDP closely reflects the intent and wording of the NZCPS, but the policies, whilst generic, are an interpretation of its intent. The objectives and policies in the CDP and the PDDP address similar issues i.e. the intent to identify the coastal environment, protect its values and provide for public access. Both plans also seek to protect values of importance to the District and identify these in the plan. However, the objectives and policies in the PDDP also seek to limit the types of activities that can occur, and provide guidance as to appropriate activities and manage adverse effects.

The rules that apply to the coastal environment are contained in the same chapter as the relevant objectives and policies in the HDP. Whereas the CDP Coastal Environment chapter does not contain any rules and the Coastal Environment chapter in the PDDP contains a small number of rules related to, for example clearance of vegetation. Otherwise, rules managing activities in the Coastal Environment are contained in the relevant zone/management chapters or natural character sub-chapter of the CDP and PDDP.

Most of the plans provide for a low level of change and small-scale activities as a permitted activity. This is generally restricted to small scale buildings.

The HDP applies a restricted discretionary or discretionary activity status to the majority of activities i.e. larger buildings, earthworks, forestry, indigenous vegetation clearance, tracks and roads in the coastal environment, whereas the CDP and the PDDP generally apply such activity status to activities in areas of natural character and to activities that do not meet permitted activity standards. The use of restricted discretionary and discretionary activity status provides for these activities subject to a consent process and enables the assessment of impacts on identified values. It also means that applications can be declined, if necessary.

In all plans reviewed, the most stringent activity status is non-complying, with this usually applied to large scale activities with high potential for visual change, including forestry, mining/quarrying, and large buildings or activities in areas with high and outstanding natural character. The use of a non-complying status suggests that applications should be subject to a stringent assessment of adverse effects and consents should only be granted if the activity will not result in more than minor adverse effects on areas with outstanding natural character or the activity(ies) is/are not contrary to the relevant objectives and policies.

Some of the plans reviewed are complex and this makes interpretation and application potentially difficult, especially for landowners who are unlikely to be familiar with district plan terminology and layout. The more simplistic plan approaches such as adopted in the HDP are likely to be more

understandable for a wider audience e.g. a specific section or chapter dealing with coastal environment issues holistically or an overlay with rules contained in the appropriate zone chapter.

7.0 Summary of Options to address Issues

7.1 Option 1: Status Quo.

This option would involve a continuation of the current approach whereby the Plan does not recognise nor does it provide for appropriate management of the coastal environment. The Plan does not identify the extent of the coastal environment and neither does it include provisions that seek to protect the values and character of that environment.

Effectiveness in Addressing Issues: This option would not address the issues identified above in section 2.0, and would not give effect to the NZCPS or CRPS, or reflect current best practice. The ONF in the operative Plan have not been identified as part of a comprehensive study using criteria in the CRPS and best practice methodologies. So, whilst Te Waihora/Lake Ellesmere would be identified as an Outstanding Natural Feature (ONF) and the Plan would continue to contain objectives, policies and rules that seek to manage the effects of activities on the values of ONF, these would not be aligned with up to date approaches for outstanding landscapes in the coastal environment.

Furthermore, the Plan would not contain objectives and policies that specifically address the coastal environment. It would only contain one provision relating to the coastal area (Rule 3.1.1.1(b)), which makes buildings that are seaward of the Coastal Hazard 1 Line, a non-complying activity. The Plan would not contain any other provisions that specifically relate to the coastal environment, with the land adjacent to the sea and that part of Te Waihora/Lake Ellesmere within the Selwyn District being zoned as Outer Plains, except for the Rakaia Huts which would be zoned as Living 1.

Risks: *The Plan would not follow best practice or give full effect to the NZCPS/CRPS and given the issues identified above, may attract many submissions in opposition to this approach.*

Budget or Time Implications: *None as no work would be required. However, it may be that a significant number of concerns and issues are raised through submissions. This could lead to protracted hearing times and even appeals to the Environment Court with subsequent time and cost implications.*

Stakeholder and Community Interests: *Federated Farmers, Department of Conservation, Forest and Bird, Fish and Game, Environmental Defence Society, landowners in the coastal environment and special interest groups such as tenants of Selwyn Huts.*

Recommendation: This option is not recommended as it does not give full effect to the NZCPS or the CRPS and neither would it reflect current best practice. As such, the Council would not be meeting its statutory obligations.

7.2 Option 2: Adopt the findings of the Coastal Environment Study and Planning Assessment, include a section which only includes the coastal environment policy framework and generally rely on rules in other appropriate chapters/sections.

This option would involve:

- identifying the coastal environment as an overlay on the planning maps,
- the inclusion of a Coastal Environment section in the proposed plan which includes all objectives and policies relating to the management of activities in the coastal environment, and
- rely on rules in other sections/chapters to control/manage activities in the Coastal Environment e.g. indigenous vegetation clearance in an Ecosystems and Indigenous Biodiversity section, buildings in the Rural Chapter etc.

To implement this option, the following would be undertaken:

- Map the extent of the coastal environment (as shown in the Coastal Environment Study) as an overlay on the planning maps.
- Map areas of outstanding, high and other natural character as a further layer within the coastal environment (as shown in the Coastal Environment Study).
- Apply a rural zoning to the coastal environment area. (It is noted that the hut settlements are zoned Living 1 and the appropriate zoning of the hut settlements will be determined as part of the Residential workstream.)
- Draft objectives and policies (located in a Coastal Environment section) that give effect to the NZCPS and CRPS and include policies to:
 - avoid all adverse effects of activities on areas with outstanding natural character;
 - avoid significant adverse effects, and avoid, remedy or mitigate all other adverse effects on natural character in all other areas of the coastal environment;
 - avoid all adverse effects of activities on ONFL; and
 - avoid significant adverse effects, and avoid, remedy or mitigate all other adverse effects of activities on other natural features and landscapes.
- Ensure there are rules to effectively manage identified threats to the Coastal Environment. The Coastal Environment Study has identified threats as activities that lead to “major change” from the current situation⁶. The types of activities are considered to be significant earthworks, buildings/structures, and indigenous vegetation clearance. Rules will be needed to manage potential adverse effects arising from these activities. There will be rules managing these activities in the underlying Rural Zone provisions, as well as in the Natural Hazards, Biodiversity and Landscape Sections, and these may be sufficient

⁶ See Coastal Environment Study page 49

to manage the identified threats to the coastal environment values⁷. Once these other sections/zones have been developed, it will be determined if additional rules are required in the Coastal Environment section to adequately manage the threats from the activities identified above.

Consequently, activities and their effects on the coastal environment are recommended to be controlled as follows:

- Activities seaward of the Coastal Hazard 1 Line to be managed in relation to risks as well as values, in the Environmental Risks Chapter.
- Areas identified as Outstanding Natural Landscapes or Outstanding Natural Character to be managed through the provisions in the Landscape, Landforms and Natural Character Section.
- The removal of indigenous vegetation to be managed through provisions in the Ecosystems and Indigenous Biodiversity Section.
- Earthworks and buildings/structures, not captured by the above, may need to be managed through rules in the Coastal Environment Section to reflect the nature and scale of impact on identified coastal values, if the Rural Zone rules do not provide sufficient control⁸.

This option would align with the draft National Planning Standards which require that if a district has a coastline, a coastal environment section must be provided. This section should contain: objectives, policies and methods, including rules (if any) to give effect to the NZCPS, ensure the life supporting capacity of coastal systems are safeguarded and manage the effects of activities in the coastal environment.

Effectiveness in Addressing Issue: This option differs significantly from the operative plan as it introduces the concept of natural character and outstanding landscapes in the coastal area, and identifies the extent of the Coastal Environment. It also better enables the coastal environment to be protected from inappropriate activities and land uses to give effect to Policy 8.3.3 in the CRPS and the objective and policies of the NZCPS.

This option will ensure that the rules will be supported by a robust and comprehensive assessment of the district's coastal environment and expert technical landscape planning advice, and a clear and directive policy framework. This approach is intended to better protect the identified values and character of the coastal environment as sought by the CRPS and NZCPS.

This option would also avoid unnecessary duplication of provisions in the Plan by relying on rules in other chapters to protect and manage ONFL, protect indigenous biological diversity, protection of heritage and natural hazards etc. However, the policy framework will be clearly set out in its own chapter ensuring that the protection or preservation of the values of the coastal environment

⁷ For example, if the Coastal Hazard Line encompasses most or all of the Coastal Environment and imposes rules to require consent for earthworks and buildings, this would adequately address the identified threats.

⁸ The rules need to be such that no new buildings or earthworks, beyond maintenance and repair of existing land uses, are permitted.

are appropriately provided for, and not included with those seeking to protect other parts of the District i.e. ONFL in the High Country.

Risks: This option may mean that resource consents are required for a wider range of activities to ensure that protection is achieved. Consequently, landowners may oppose the provisions and the decisions on the provisions could be appealed to the Environment Court. However, this risk can be mitigated through engagement with landowners.

Budget or Time Implications: Need to engage with landowners to ensure an understanding of the process, statutory drivers and the implications of the provisions.

Stakeholder and Community Interests: Federated Farmers, Department of Conservation, Forest and Bird, Fish and Game, Environmental Defence Society, landowners in the coastal environment and special interest groups such as tenants of Selwyn Huts.

Recommendation: This option is recommended as it is an effective and efficient approach that sets a specific policy framework for the coastal environment but avoids repetition of rules. It also gives effect to the CRPS and the NZCPS and ensures that the values of the coastal environment are protected or preserved and the adverse effects of activities are appropriately managed.

7.3 Option 3: Adopt the findings of the Coastal Environment Study and Planning Assessment and create a Coastal Environment chapter that is inclusive of all provisions.

This option would involve the inclusion of a Coastal Environment Zone chapter in the proposed plan which includes the policy framework and all relevant rules for all activities in the coastal environment area.

Effectiveness in Addressing Issue: This option would have all the benefits of Option 2 above in addressing the issues. However, it could lead to provisions being duplicated across a number of chapters if rules to manage ONL's in the coastal environment, for example, are also included in a separate chapter that identifies, protects and manages the effects of activities on all ONFL's. The same would apply to ecological sites, the removal of indigenous vegetation and providing for utilities and infrastructure, for example. Furthermore, all relevant rural-type provisions would need to be duplicated in the Coastal Environment section as rural activities would be the predominant land use in this Zone and would therefore need to be provided for, albeit with additional controls as a result of the coastal environment.

This would create unnecessary complexity, duplication and could be confusing for users of the Plan.

Risks: This option may mean that resource consents are required for a wider range of activities. Consequently, landowners may oppose the provisions and the decisions on the provisions could be appealed to the Environment Court. However, this risk can be mitigated through engagement with landowners.

Budget or Time Implications: As above.

Stakeholder and Community Interests: Federated Farmers, Department of Conservation, Forest and Bird, Fish and Game, Environmental Defence Society, landowners in the coastal environment and special interest groups such as tenants of Selwyn Huts.

Recommendation: This option would provide a specific policy and rule framework for the coastal environment and would give effect to the CRPS and the NZCPS. However, this option is not recommended as it could lead to the duplication of plan provisions and unnecessary complexity.

7.4 Option 4: Adopt the findings of the Coastal Environment Study and Planning Assessment and include the policy framework for the coastal environment in the Rural Zone.

This option would mean that the policy framework for the coastal environment would be included in the rural chapter (as the underlying zone for the area), with activities managed through the zone and district wide rules and specific provisions applying in the natural character overlays.

Effectiveness in Addressing Issue: This option would have all the benefits of Option 2 above in addressing the issues. However, it may mean that the significance and importance of the coastal environment is lost as it would simply be integrated as a part of the wider rural issues. Also, confusion could arise between management requirements in the coastal environment and other parts of the District i.e. ONFL in the High Country. Therefore, given the need for specific coastal environment objectives and policies, these could most efficiently be included in their own chapter.

Risks: This option may mean that resource consents are required for a wider range of activities. Consequently, landowners may oppose the provisions and the decisions on the provisions could be appealed to the Environment Court. However, this risk can be mitigated through engagement with landowners.

Budget or Time Implications: As above.

Stakeholder and Community Interests: Federated Farmers, Department of Conservation, Forest and Bird, Fish and Game, Environmental Defence Society, landowners in the coastal environment and special interest groups such as tenants of Selwyn Huts.

Recommendation: This option would give effect to the CRPS and the NZCPS and ensure that the values of the coastal environment are protected and the adverse effects of activities are appropriately managed. However, it could lead to the requirements of the NZCPS being 'lost' amongst policies that address the management of, for example, ONFL in other parts of the District.

Note: this option is not available due to directions in the draft National Planning Standards as they state that if a district has a coastline, a coastal environment section must be provided. This section must contain: objectives, policies and methods, including rules (if any) to give effect to the NZCPS, ensure the life supporting capacity of coastal systems are safeguarded and manage the effects of

activities in the coastal environment. Consequently, even if no specific rules apply in the Coastal Environment, the policy framework cannot be included in the Rural Zone chapter.

8.0 Preferred Option for further engagement

The Project Team recommends that Option 2 is the most efficient and effective option as it gives full effect to the CRPS, and NZCPS, and reflects current best practice in terms of identifying the Coastal environment, and protecting ONL and natural character. In summary, Option 2 seeks to improve clarity, increase protection where necessary, align with current best practice approaches and give full effect to the CRPS and NZCPS. It is also considered to be an effective and efficient approach as it sets a specific policy framework for the coastal environment and avoids the repetition of rules.

Appendix 1: Baseline Report “Coastal Environment”

<https://www.selwyn.govt.nz/property-and-building/planning/strategies-and-plans/selwyn-district-plan/selwyn-district-plan-review/supporting-information>

NE005 Coastal Environment – communications and engagement summary plan

Key messages

(as of 13 August 2018)

Background

- As part of the Selwyn District Plan Review provisions related to the coastal environment are being reviewed.

Current status

- Currently the land adjacent to the sea and Te Waihora/Lake Ellesmere is zoned Outer Plains (Rural Zone), except for the Rakaia Huts which are zoned residential (Living 1 Zone).
- Te Waihora/Lake Ellesmere is identified in the current Plan as an Outstanding Natural Feature (ONF) and as a Wāhi Taonga Management Site, and includes two Silent File Areas.
- Current District Plan has only one rule relating to the coastal area (ie buildings that are seaward of the coastal hazard line as identified on planning maps, are non-complying).
- Key issue is that the current District Plan does not identify the extent of the district's coastal environment, nor does it include any rules for managing activities within the coastal environment to protect the outstanding features, cultural values and natural character of that environment. As a result the current Plan doesn't:
 - give effect to relevant national and regional regulations as outlined in the New Zealand Coastal Policy Statement or the Canterbury Regional Policy Statement
 - manage adverse effects of land use, development and subdivision on the coastal environment
 - recognise and provide for the relationship of mana whenua and their culture and traditions within the coastal environment, including their role as kaitiaki in the coastal environment
 - provide for appropriate public and Ngāi Tahu access to and along the coast.

About preferred option

- Aim of draft changes is to balance preservation and protection while at the same time enabling people to use and develop land in coastal environment for economic, cultural and social reasons.
- Key draft changes include:
 - developing a new section dedicated to coastal environment policy framework but relying on rules in other parts of the new District Plan. The new draft National Planning Standards require districts with a coastline to have a coastal environment section in their district plan.
 - mapping the coastal environment areas as an overlay, ie notation, on the planning maps. Such an overlay is used to spatially identify an area in the district/settlement which has distinctive values, environmental risks or factors that require management in a different manner from the underlying zone provisions.
 - mapping areas of outstanding, high and other natural character as a further layer within the coastal environment;
 - keeping rural zoning for the coastal environment area, except for Rakaia Huts which will retain some form of residential zoning (to be determined as part of the Residential workstream)
 - developing new rules to protect and manage the coastal environment from activities that can have significant adverse effects, for example earthworks, buildings/structures and clearance of native vegetation
 - Ensure that the rules within other chapters of the new District Plan reflect the intent of the coastal environment policy framework.

Audiences¹

Internal	Partners	Key stakeholders ²	Landowners /occupiers ³	General public
DPC	ECan	Department of Conservation	Landowners in the coastal environment	Selwyn ratepayers
Consent and compliance teams	Te Ngāi Tuāhuriri Rūnanga (represented by Mahaanui Kurataiao)	Federated Farmers	Tenants of lower Selwyn Huts	News media
	Te Taumutu Rūnanga (represented by Mahaanui Kurataiao)	Forest and Bird		Wider public
		Fish and Game		
		Environmental Defence Society		

Legend	High level of interest/ High level of influence ("Manage closely")	High level of interest/ Low level of influence ("Keep informed")	Low level of interest/ high level of influence ("Keep satisfied")	Low level of interest/ Low level of influence ("Watch only")

¹ "...Differing levels and forms of engagement may be required during the varying phases of consideration and decision-making on an issue, and for different community groups or stakeholders. The Council will review the appropriateness and effectiveness of the engagement strategy and methods as the process proceeds." [Significance and Engagement Policy: Adopted 26 November 2014; p.6]

² Key stakeholders are "the organisations requiring engagement and information as the preferred options for the Draft District Plan are being prepared." (District Plan Review Community Engagement Implementation Plan; p.6) Key stakeholders "...will advocate for or against decisions that will need to be made..." and "For the District Plan Review, stakeholders include any party that can influence decisions or be influenced by decisions made on policies or rules." (DPR Engagement Framework)

³ Landowners are "the individuals and businesses that could be affected by the proposed changes in the District Plan." (District Plan Review Community Engagement Implementation Plan; p.6)

Engagement during review phases

Review phases	Internal	ECan	Rūnanga	Key stakeholders	Landowners/occupiers	General public
Baseline assessments						
Preferred option development						
Preferred option consultation						

2018 communications and engagement key tasks/milestones per month

(more detailed action plans to be developed for each major milestone or as required)

Audiences	Pre-August	August	August/September ⁴
ECan	Consulted with as part of the Baseline Assessment	Consulted with as part of the Preferred Options Report	Preferred Option Report and associated supporting documents are shared and feedback sought
Rūnanga	Consulted with as part of the Baseline Assessment	Consulted with as part of the Preferred Options Report	Preferred Option Report and associated supporting documents are shared and feedback sought
Key stakeholders			Preferred Option Report and associated supporting documents are shared and feedback sought
Landowners/occupiers			Preferred Option Report and associated supporting documents are shared and feedback sought]
General public			
DPC		Preferred option report is shared for endorsement	Baseline Assessment and Preferred Option Report goes to DPC for endorsement

⁴ This plan covers period until public pre-notification consultation on preferred options starts.

7. Preferred Option Report and Communications and Engagement Summary Plan – Heritage Items and Protected Trees

Author:	Claire Kelly & Stephanie Styles (Boffa Miskell)
Contact:	Andrew Mactier (347 2802)

Purpose

To brief the Committee on the Preferred Option Report, which provides a summary of the key issues identified in the *Heritage Items and Protected Trees – Planning Assessment* that are related to heritage items and protected trees. The Planning Assessment was informed by technical advice from Dr Ann McEwan of Heritage Consultancy Services who provided specialist advice on heritage matters and Treetech who provided arboricultural technical assessment and advice with regard to Protected Trees.

The attached Communications and Engagement Summary Plan is to inform the Committee of the engagement activities to be undertaken in relation to the ‘Heritage Items and Protected Trees’ topic.

Recommendations

“That the Committee notes the report.”

“That the Committee endorses the Preferred Options for ‘Heritage Items and Protected Trees’ (Parts A & B) for further development and engagement.”

“That the Committee notes the summary plan.”

Attachments

‘Preferred Option Report for Heritage Items and Protected Trees’

‘Heritage Items and Protected Trees – communications and engagement summary plan’

PREFERRED OPTION REPORT TO DISTRICT PLAN COMMITTEE

DATE:	August 2018
TOPIC NAME:	Natural Environment Topic: Heritage Items and Protected Trees
SCOPE DESCRIPTION:	To identify the extent to which the operative District Plan gives effect to both the Resource Management Act (RMA) and the Canterbury Regional Policy Statement (CRPS), and aligns with best practice advocated by Heritage New Zealand Pouhere Taonga (Heritage NZPT) and what amendments are necessary to align provisions with current best practice in the protection and management of heritage items and protected trees in the Selwyn District.
TOPIC LEAD:	Andrew Mactier
PREPARED BY:	Boffa Miskell Ltd (Claire Kelly and Stephanie Styles)

Executive Summary

<i>Heritage Items</i>	
<i>Issue(s)</i>	<p>The key issues regarding heritage items are:</p> <ul style="list-style-type: none"> • The use of a quantitative points system which is open to legal challenge on the basis of potential inconsistency. • The two-tier ranking system of scheduled heritage items. • The current objectives and policies are largely reliant on discussion in the Plan to understand the context in which they apply. • The current provisions may not be fully effective at providing for the extent of protection anticipated by the Act. • There are no definitions for key terms such as ‘addition’, ‘alteration’, ‘demolition’, ‘maintenance’ or ‘removal’ within the operative SDP. • The Plan does not address heritage settings, heritage areas, archaeological sites, historic heritage landscapes and the interiors of heritage items.
<i>Preferred Option</i>	<ul style="list-style-type: none"> • Amend the criteria for assessment of heritage items to align with those applied to the Christchurch Plan. • Identify and assess heritage items in accordance with the amended criteria, including consideration of the setting of the heritage item. • Have one schedule in the District Plan and one set of rules that apply to all listed items. • Amend the plan objectives, policies and rules to ensure that they reflect best practice. • Include a general policy on archaeological sites but do not identify or address this matter at a rule level. • Review of the definitions that apply to heritage to ensure they align with statutory direction and are clear on the extent of an activity.

	<ul style="list-style-type: none"> Amend the schedule to align with the advice to be provided by Dr McEwan following her technical assessments of heritage items.
DPC Decision	
Protected Trees	
Issue(s)	<p>The key issues regarding protected trees are:</p> <ul style="list-style-type: none"> The current assessment methodology used to identify and list trees for protection in the operative SDP does not reflect current best practice. The use of Categories A and B appears in the definitions and rules but is not explained in the policies.
Preferred Option	<ul style="list-style-type: none"> Assess trees using the STEM criteria. Apply the same regime to trees on public and private land. Amend the objectives and policies to ensure that they provide sufficient direction and clarity (in the absence of explanatory material) and align with the RMA and CRPS intentions regarding amenity. Amend the content of all rules to ensure that they align with best practice wording, are simplified to remove the two categories in the current provisions, and apply appropriate activity status for activities. Continue to include consideration of relevant values for any subdivision consents involving land that contains a protected tree. The rules approach to Harts Arboretum be tailored specifically to the unique values and circumstances of the arboretum. Amend the schedule of protected trees in accordance with the technical assessment undertaken by Treetech. Ensure that protected trees are correctly located in the Council's GIS and on the planning maps.
DPC Decision	

Introduction

This report provides a summary of the key issues identified in the *Heritage Items and Protected Trees – Planning Assessment*¹ that are related to heritage items and protected trees. The Planning Assessment was informed by technical advice. This summary should be read in conjunction with the full Baseline Report, which is attached as **Appendix 1**.

Dr Ann McEwan of Heritage Consultancy Services provided specialist advice on heritage matters and assessed each heritage item listed in the operative Plan and the nominated additional items, using updated criteria (as used in the recent Christchurch Replacement District Plan process).

Treetech provided arboricultural technical assessment and advice with regard to the Protected Trees in Selwyn District Council, for the purposes of the District Plan Review. Treetech used STEM (Standard Tree Evaluation Method), which was developed by Ron Flook in 1996 and is a standardized and nationally recognised method of evaluating trees. They assessed the trees currently listed in the operative Plan and those subsequently nominated.

The review of Heritage Items and Protected Trees seeks to determine what approach should be carried forward into a proposed District Plan, and what amendments are necessary to align provisions with current best practice. In particular, it has been identified that there is a need to ensure alignment with both the Resource Management Act (RMA) and the Canterbury Regional Policy Statement (CRPS).

It is also acknowledged that this report is the first step in identifying the historic heritage values of the District and determining how these should be protected from inappropriate subdivision, use and development and the value of protected trees to the District. It is recommended that additional assessment would enhance understanding of these issues and the robustness of the protection afforded by the District Plan including:

- Engaging with Nga Rūnanga to ensure integration and alignment of this topic with the Cultural Sites topic.
- Economic analysis of the impact/costs of controls over a property for landowners and the benefits of protection for the community and district.

There is significant overlap between this workstream and the review of Sites and Areas of Significance to Mana Whenua being undertaken by Mahaanui Kurataiao Ltd. The scope of this report excludes consideration of sites of cultural significance.

This report is split into two parts:

Part A: Heritage Items

Part B: Protected Trees

¹ Heritage Items and Protected Trees – Planning Assessment prepared by Boffa Miskell, 20th March 2018.

PART A: HERITAGE ITEMS

1.0 Summary of Heritage Items Issues

The key resource management issues with regards to Heritage Items include:

- the use of a quantitative points system because it can be open to legal challenge for inconsistency and perceptions (or sometimes reality) of ‘double-dipping’, there was often insufficient research undertaken to support the scoring process and the resulting evaluation sheets provided little guidance in the consenting process and it rated architectural qualities over other heritage values.
- SDC does not hold complete or extensive record for some heritage items listed in the operative SDP.
- The operative SDP has a two-tier ranking system of scheduled items, even though this is not immediately apparent. The operative Selwyn District Plan has one schedule of heritage items, but within the rules there is differentiation between Category 1 historic places listed by Heritage NZPT and all other listed items.
- The objectives and policies within the current SDP are largely reliant on surrounding discussion in the Plan (i.e. the preceding issues discussion, strategy, and associated explanations and reasons) to understand the context in which they apply.
- The current provisions may not be fully effective at providing for the extent of protection anticipated by the Act.
- There are no definitions for terms such as ‘addition’, ‘alteration’, ‘demolition’, ‘maintenance’ or ‘removal’ within the operative SDP.
- The operative SDP does not address several matters including heritage settings, heritage areas, archaeological sites, historic heritage landscapes and the interiors of heritage items.

2.0 Statement of Operative District Plan approach

The operative Selwyn District Plan contains a range of provisions that provide for the management and protection of historic heritage. Due to the split of the plan between Township and Rural Volumes the provisions are located within several parts of the plan. The key provisions are contained in the objectives, policies and rules, together with the schedules of heritage items contained in the Appendices to each volume. A copy of the relevant provisions is contained in Appendix 1 of the Heritage Items and Protected Trees – Planning Assessment.

The relevant objectives can be summarised as covering:

- Recognition and protection of sites and buildings with heritage values.
- Fostering partnerships between landowners, Tāngata whenua, community groups and the Council.

The policies cover:

- Recording information on the heritage values of sites and buildings.
- Management of heritage values through a variety of provisions.
- Assistance to owners of heritage items through funds.
- Periodic review of values of sites listed and assessment of additional places.

These objectives and policies collectively support the inclusion in the Operative District Plan of 156 heritage items currently listed within schedules to the plan, and a number of associated rules.

The rules can be summarised as:

- Permitted activity status for the maintenance of any listed heritage building, structure or site (with maintenance defined and constrained within the rules rather than within the definitions section).
- Restricted discretionary activity status for works not covered by maintenance.
- Discretionary activity status for removal or demolition of any listed heritage building or structure except where it has a “Category I” listing with Heritage NZPT.
- Non-complying activity status for removal or demolition of any listed heritage building or structure that has a “Category I” listing with Heritage NZPT.

There are a range of definitions within the operative Plan that have relevance to heritage items, including ‘archaeological site’ and ‘historic heritage’. There are currently no definitions for terms such as ‘addition’, ‘alteration’, ‘demolition’, ‘maintenance’ or ‘removal’, and these need to be developed and included.

The sites and buildings listed in Appendices 3 and 5 to the operative Selwyn District Plan, are those the Council considered worthy of protection for their heritage values at the time of the development of the current district plan. These are listed in the plan and shown on the planning maps.

The values of these sites and buildings were assessed using a process and set of criteria outlined in a report entitled “A Review of Heritage Assessment Methods, January 2000”. The report was prepared by Brent Nahkies (Heritage Services Ltd), and provided a thorough analysis of the context in which the heritage assessment criteria were developed. However, as these criteria were developed in 2000, and they predate the 2003 amendments to the RMA that elevated the protection of historic heritage to a section 6 matter of national importance. They also predate the criteria set out in the CRPS.

3.0 Summary of relevant statutory and/or policy context and other background information

3.1 Resource Management Act (RMA)

The primary statutory obligation in relation to historic heritage comes from Section 6(f) of the Resource Management Act 1991 (RMA), which requires the Council to protect historic heritage from inappropriate subdivision, use, and development. It is also noted that for completeness, there is a direct relationship between historic heritage and section 6(e) of the Act which also includes as a matter of national importance “*the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga*”.

In addition, section 31 of the RMA requires the Council to manage the effects of land uses and development in relation to historic heritage values and section 74 of the Act requires that when preparing or changing a district plan, a territorial authority shall have regard to any relevant entry on the New Zealand Heritage List/Rārangi Kōrero required by the Heritage New Zealand Pouhere Taonga Act 2014.

3.2 New Zealand Coastal Policy Statement 2010

The objectives in the New Zealand Coastal Policy Statement (NZCPS) closely reflect the Council's obligations under s6 of the RMA. The NZCPS recognises the need to balance protection with enabling people to undertake land uses and development for economic, cultural and social reasons. However, activities need to be appropriately located and managed.

The NZCPS requires the protection of historic heritage in the coastal environment from inappropriate subdivision, use, and development and includes a list of requirements in Policy 17.

3.3 Canterbury Regional Policy Statement

Chapter 13 of the Canterbury Regional Policy Statement (CRPS) sets out the issues, objectives and policies that apply to Historic Heritage. The objectives seek that significant historic heritage is identified and protected whilst recognising the importance of enabling the repair, reconstruction, seismic strengthening, and on-going conservation and maintenance of historic heritage. The policies set the direction for protection and include a set of matters and principles on which to base criteria to identify and assess the significance of historic heritage.

Of particular relevance is Policy 13.3.1 which includes matters on which to base criteria to assess the significance of historic heritage as follows:

To recognise and provide for the protection of the historic and cultural heritage resource of the region from inappropriate subdivision, use and development by:

1. *identifying and assessing the significance of the historic and cultural heritage resource according to criteria based on the following matters:*
 - (a) *Historic*
 - (b) *Cultural*
 - (c) *Architectural*
 - (d) *Archaeological*
 - (e) *Technological*
 - (f) *Scientific*
 - (g) *Social*
 - (h) *Spiritual*
 - (i) *Traditional*
 - (j) *Contextual*
 - (k) *Aesthetic*
2. *working with Ngāi Tahu to identify items, places or areas of historic heritage significance to them.*
3. *having regard to any relevant entry in the Historic Places Register in the process of identifying and assessing the historic heritage resource.*
4. *considering historic heritage items, places or areas of significance or importance to communities in the process of identifying and assessing the historic heritage resource.*

5. *recognising that knowledge about some historic heritage may be culturally sensitive and support protection of those areas through the maintenance of silent files held by local authorities.*

The CRPS sets out requirements for the District Plan including the recognition and protection of significant historic heritage items.

3.4 Heritage New Zealand Pouhere Taonga Act

The Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA) has the purpose of promoting the identification, protection, preservation, and conservation of the historical and cultural heritage of New Zealand. This Act establishes Heritage New Zealand Pouhere Taonga (Heritage NZPT) which has a range of functions in providing for the purpose of the Act.

Heritage NZPT has primarily an advocacy role in relation to the protection of heritage items. The only potential area of statutory overlap between the Council and Heritage NZPT is in terms of Heritage NZPT's regulatory role as a heritage protection agency and in issuing archaeological authorities for pre-1900 sites.

3.5 Mahaanui Iwi Management Plan

The Mahaanui Iwi Management Plan 2013 (IMP) identifies the importance of Ngāi Tahu cultural heritage values. This is initially identified within section 5.4 Papatūānuku which includes objective (8) stating Ngāi Tahu cultural heritage values, including wāhi tapu and other sites of significance, are protected from damage, modification or destruction as a result of land use. The policies within this section identify the potential for effects on cultural heritage values, including:

- Risk of damage to sites of significance from earthworks (policies P11.1-11.6).
- Risk of impacts on sites and areas of cultural significance from development and construction of transport infrastructure (policies P16.4-16.6).

Section 5.8 Ngā Tūtohu Whenua addresses issues associated with Ngāi Tahu cultural heritage: sites, places, resources, traditions, knowledge, and landscapes of importance to Ngāi Tahu. As noted above, there is overlap between the heritage items, sites and areas addressed in this work stream and sites, places and landscapes of cultural significance, and this can be seen in the holistic approach taken in section 5.8 of the IMP. Particular policies of relevance are:

- Investigate the use of Heritage Alert Layers and Heritage Risk Models as mechanisms to integrate information from the Ngāi Tahu Cultural Mapping Project into central and local government planning processes.
- Protection of sites identified as wāhi tapu and wāhi taonga (CL3.9).

Matters of cultural significance and sites of cultural significance are being addressed through a separate district plan review workstream being undertaken by Mahaanui Kurataiao Ltd for the Council. There will need to be a process of consideration and integration between the two workstreams.

4.0 Summary of alternative management responses – Other Districts

In reviewing the operative District Plan provisions, consideration has been given to other comparable district plans including the Ashburton District Plan, Waimakariri District Plan, Hurunui District Plan, Christchurch District Plan, the Proposed Queenstown Lakes District Plan and the Proposed Dunedin District Plan. Generally, the approaches in the other District Plans are relatively similar to those within the SDP.

All of the plans provide for a low level of change (and associated impact on heritage values) as a permitted activity. This is generally restricted to repairs and maintenance with the extent of change limited by definition or through specific standards. Some of the plans provide for works as a controlled activity, but this is only in very limited situations (particularly relating to earthquake strengthening and the like).

Most of the plans place the majority of activities as restricted discretionary and discretionary activities. This enables assessment of impacts on values (assuming the matters of discretion are appropriately worded) and the ability to decline an application where the appropriate protection of heritage values would not be achieved. This generally applies to alterations and additions, partial demolition, subdivision, and activities within settings.

In all cases, the most stringent activity status is applied to demolition of heritage items and in some cases, this also is applied to relocation. Generally, this is a non-complying activity status (with the prohibited activity status applied in the Queenstown Lakes District being a more extreme approach).

Some of the plans reviewed are very complex and this makes interpretation and application more difficult, especially for landowners who are unlikely to be familiar with district plan terminology and layout. The more simplistic plan approaches are considered more readable and easy to interpret and apply.

5.0 Best practice

5.1 Heritage Provisions

A key document in establishing best practice for district plan approaches to managing Historic Heritage is the guidance developed by Heritage NZPT². Despite its age this guidance is still generally accepted by those working in the heritage field as being relevant and appropriate in relation to district plans and is used by many councils in the development of plan provisions.

The guidance provides discussion and background on matters relating to historic heritage values and commentary around the role of district plans in protecting heritage. The guidance also includes a set of model provisions to guide the content of district plans, which are relatively complex. We are

² Sustainable Management of Historic Heritage, Guide No. 3, District Plans, 3 August 2007.

aware that some Councils have used these directly, some have modified them and others have chosen not to use these other than for background guidance.

In terms of best practice, it is important to understand the effects of activities on identified heritage values. Typically, for example, the demolition or total removal of a heritage item will have the potential for a very significant adverse effect on the protection of identified historic heritage values. In the extreme, those important values may be lost entirely. Very minor repairs or alterations, on the other hand may have comparably much less consequence for the values that are recognised, and accordingly, the related level of control over such activities may be justifiably much less in ensuring appropriate protection is achieved. However, it is important that the Council consider social, cultural and economic wellbeing when determining the appropriate management of historic buildings, by enabling appropriate repair, rebuilding, upgrading, seismic strengthening and adaptive re-use of historic buildings and their surrounds as required by Policy 13.3.4 in the CRPS.

It is also essential that the schedule of listed heritage items is correct in applying the location (street address, legal site description etc) as inaccuracies within the schedule can create a situation where there is ambiguity around the intentions for listing and protection (which can lead to questions of whether an item is listed or not). The heritage items also need to be identified on the planning maps and it is essential that this is done accurately and clearly identify the location of items. Common practice is to use a notation shaped like a building and to place this precisely on the part of the site where the item is located. Past experiences of notations being inaccurately located on planning maps have led to confusion and problems with ensuring protection is achieved. Commonly the notation also includes a code or reference e.g. H123. This code links to the schedule within the District Plan which identifies the item and confirms its location.

5.2 Heritage Criteria

The definition of historic heritage in the Resource Management Act sets the basis for criteria and this is further defined by Policy 13.3.1 of the CRPS. There is however no fixed best practice list of criteria used either across the country or within Canterbury. A variety of approaches to heritage criteria have been taken by territorial authorities throughout New Zealand. In some cases, the criteria are included in the district plan text (often in policies or appendices), in other cases they sit outside of the plan in a different document (as is the case for Selwyn). For clarity, transparency and ease of reference, the inclusion of criteria within the plan is preferable.

Over the last 15 years, the use of a quantitative points system has been shown to be highly problematic; partly because it is open to legal challenge for inconsistency and perceptions (or sometimes reality) of 'double-dipping', and partly because there was often insufficient research undertaken to support the scoring process and the resulting evaluation sheets provided little guidance in the consenting process. The methodology adopted by SDC in 2000 has several features that are problematic and out of step with contemporary best practice, especially in the use of terminology used to describe values.

In second generation district plans, which have been developed post-2003, there has been a noticeable shift to an evidence-based qualitative assessment regime for determining the significance of heritage items, and thus whether their inclusion in district plan schedules is warranted. Typically, best practice heritage assessment frameworks now follow the lead provided by the definition of historic heritage resources in the RMA and focus identification and assessment methodologies on the stated qualities of historic heritage resources.

Based on consideration of the current criteria, the RMA and CRPS requirements, comparable district plans and knowledge of the application of criteria generally around New Zealand, adoption of the criteria used in the Christchurch District Plan ('the Christchurch criteria') is recommended. The Christchurch criteria have been well tested through the Christchurch Replacement Plan process, they are consistent with the matters specified in the CRPS, and adoption of these criteria would provide for some cross-border consistency. It is also understood that Heritage New Zealand are supportive of this approach. On this basis, the Proposed Plan will include both the assessment criteria, **and** an associated policy which sets out the threshold for listing a heritage item in the Plan³. Furthermore, all assessment will be undertaken by a qualified heritage expert.

6.0 Other matters

There are a range of other matters which have been considered as part of the Baseline Assessment.

RECORDS OF ASSESSMENT OF HERITAGE ITEMS

Selwyn District Council currently holds records for the items listed in the operative District Plan, however the records are not extensive for some items. These records need to be updated and the listed items assessed against the revised criteria to confirm (or otherwise) that they meet the significance threshold to be listed in the District Plan and protected through the plan provisions.

It is recommended that the records prepared using the template to apply the criteria should be held outside the District Plan and should not be statutory documents in their own right. This would enable the background information to be readily amended if more information comes to hand over time (albeit that the significance of the item identified cannot change without a Schedule One process and would remain static at the time the District Plan becomes operative). The records would form the basis of preparing a schedule (list) within the Plan that identified what items are protected.

SCHEDULING OF HERITAGE ITEMS

Territorial authorities take a variety of approaches to the structure of their heritage schedules; some providing two or more rankings with different rules targeted to each rank, whereas others consider a unitary schedule to provide the best protection for a community's valued heritage resources. Given that, in a resource management context, identification and assessment of historic heritage resources is specifically intended to provide for the protection of such resources via a regulatory framework of

³ In line with the approach in Policy 9.3.2.2.1 of the Christchurch District Plan.

objectives, policies and rules, the choice of a unitary schedule or different tiers of heritage items is an important one.

The operative Selwyn District Plan has one schedule of heritage items, but within the rules there is differentiation between Category 1 historic places listed by Heritage NZPT and all other listed items. Demolition is discretionary for all scheduled heritage items, unless they are Category 1 historic places in which case demolition is a non-complying activity. This means the Plan has in effect a two-tier ranking system of scheduled items, even though this is not immediately apparent.

it is recommended that there be a single tier of significant heritage items with one schedule in the District Plan and one set of rules that apply to all listed items. This option is simple and streamlined, making it easier for all users to understand. It aligns with s6 of the RMA and the CRPS, which does not differentiate between degrees of significance. This ranks all items that meet or exceed the significance threshold equally and avoids speculation around the degree of significance that an item achieves. A single, unified schedule also signals that all heritage items meeting the criteria for heritage significance are equally valuable to and valued by the Selwyn community. This option allows for a simplified approach to the rules (a simplified and streamlined approach is a goal for the District Plan review), with one set of standards applying to all items. This preferred approach was discussed with and endorsed by the Selwyn District Council District Plan Committee on 26 July 2017, and has been integrated into the process used to review the listed heritage items.

OBJECTIVES, POLICIES AND RULES

The objectives and policies within the current SDP are largely reliant on surrounding discussion in the Plan (i.e. the preceding issues discussion, strategy, and associated explanations and reasons) to understand the context in which they apply. The recommendations in relation to objectives and policies are simply to review the current objectives and policies to ensure that they provide sufficient direction and clarity (in the absence of explanatory material) and give effect to the RMA and CRPS. One specific addition to the policies is that there should be the inclusion of the criteria and methodology/threshold for assessment of significance and listing in the Plan, within the policy framework.

The general approach to rules in the current SDP is reasonably consistent with other reviewed plans and generally provides an appropriate level of differentiation between the scale of activity and potential risk to heritage values. It is considered that the simple approach taken in the operative SDP should be continued to maintain continuity, avoid unnecessary complication and to provide a robust approach to the protection of heritage values. Proposed changes to the rules are intended to seek to improve clarity, increase protection where necessary and align with current best practice approaches.

SETTINGS

The Selwyn District Plan schedule of heritage items simply lists the item (building, structure, etc.) but the protection afforded to the item does not include the setting in which the item is located. This is considered by Dr McEwan (the Council's heritage expert for the District Plan review) to be contrary

to the RMA and CRPS's definition of historic heritage (which specifically includes "*and surroundings*") and the requirement for the protection of historic heritage from inappropriate subdivision, use and development. This has been identified by Dr McEwan as a particular weakness in the operative plan. Many district plans do identify and manage the setting in which the heritage item is located. In some cases, this extends to cover the whole legal parcel (usually those heritage items associated with smaller, urban properties) and in other cases it is limited to a defined area (garden, immediate curtilage, etc for large rural properties).

The preferred option is to include identification of settings for each heritage item and this preferred approach was endorsed by the Selwyn District Council District Plan Committee on 26 July 2017. This has been integrated into the process that has been commenced to review the existing listed heritage items.

ARCHAEOLOGICAL SITES

The RMA definition of Historic Heritage includes archaeological sites. The CRPS also does reference archaeological sites but primarily in terms of Maori values and appears to defer to Heritage NZPT for consideration of these areas. The current SDP includes text that states that some archaeological sites from the New Zealand Archaeological Association site recording scheme are included in 'Appendices 3 and 5' of the SDP. However, the two appendices for heritage items do not clearly identify what items on the list are archaeological sites⁴. Any earthworks affecting an archaeological site require an archaeological authority from Heritage NZPT irrespective of what is in the District Plan.

No review of archaeological sites has been commissioned by Council as part of this workstream. Dr McEwan has identified in the heritage assessments if a site has or is likely to have (due to its age) archaeological values but has not done a comprehensive review of archaeological values. It is recommended that the Council include a policy to support a future project to assess archaeological sites more widely and manage activities affecting these if necessary, together with a note that an archaeological authority is required from Heritage NZPT if a pre-1900 site is being affected. It is also noted that a range of archaeological sites are likely to be identified through (and managed by) the cultural values workstream being undertaken separately from this work.

HISTORIC HERITAGE LANDSCAPES/AREAS

Policy 13.3.3 of the CRPS specifically deals with historic cultural and historic heritage landscapes. The policy sets out the matters to be considered, and requires territorial authorities to "include objectives, policies or methods to manage the effects of subdivision, use and development on cultural and heritage landscapes", in district plans. The current SDP does not include any identified historic heritage landscapes. No review of heritage landscapes has been commissioned by Council as part of this workstream. It is recommended that the Council include a policy to support a future project to identify heritage landscapes/areas and manage activities within these.

⁴ With only one item mentioned as being an archaeological site - Rakaia Huts Moa Hunter Site (part of Wāhi Taonga management area).

SUBDIVISION

Heritage NZPT recommends that district plans include 'explicit subdivision rules that are specific to scheduled heritage items and regulate this activity as a discretionary or non-complying activity'. Because of the close and often inherent relationship between subdivision and the use of land, subdivision of land containing a heritage item can impact on heritage values by enabling inappropriate activity close to a heritage item or within a heritage setting. Alternatively, it may have no impact if it is a large property and the heritage item and setting are well removed from any change occurring as a result of subdivision. Council should continue to include consideration of heritage values in respect of any subdivision consents involving land that contains a heritage item or heritage setting.

INTERIORS

Territorial authorities take a variety of positions on the protection of the interior of built heritage items, often providing rules for only the exterior of such resources, but sometimes itemising special internal features or including the totality of the item in the schedule for protection. The operative SDP does not explicitly state whether interiors are protected or not, but neither do the rules specifically exclude them. Dr McEwan has not assessed any interiors and therefore Council holds no information that explicitly establishes heritage values of internal fabric.

It is understood from Council staff that current practice is to include interior fabric as part of a heritage item unless it is clearly not of heritage value (requiring either evidence or expert opinion, although often determined by Council staff). Under this approach, consents have been required where alterations relate to the interior of some listed heritage items. Given the lack of assessment it is not recommended that the current informal approach continue, but that internal fabric be excluded from consideration.

ECONOMICS

A common matter of contention for historic heritage values is the opinion that protection of heritage for the benefit of the community comes at an individual's cost. An alternative view is that some owners place a non-monetary value on the heritage item (such as a passion for heritage values) which may help to balance out monetary costs such as maintenance. Another balancing matter is the access to funding to assist in protecting, maintaining and repairing historic heritage buildings or items, and which becomes accessible once an item is formally listed as being significant. This may assist in reducing some of the additional costs that may occur in keeping a heritage item maintained. Specialist economic advice on this issue should be sought as has been done by some other councils (Christchurch, Auckland). It is also noted that s32 of the RMA will require the Council to consider, amongst other matters, the economic impact of the threshold for listing heritage items in the District Plan and how far to go in controlling the repair, upgrading, strengthening and modern use of heritage items.

7.0 Technical Analysis

The heritage item schedules in the operative Selwyn District Plan contain:

- A total of 156 listed items.
- A spread of locations across both rural and urban areas including all the settlements.
- A range of types of items including residential, community and commercial buildings, memorials, bridges, military items and a tunnel.

The Council has commissioned Dr Ann McEwan to provide specialist technical heritage advice. Dr McEwan has undertaken the following:

- A review of the current schedules of heritage items in the operative District Plan, with each item assessed against the revised criteria to confirm and document heritage values.
- Development of a district wide Historic Thematic Overview report (prepared by John Wilson). This report aided, alongside Dr McEwan's research, in the identification of additional heritage items to be considered for inclusion, subject to assessment to determine whether their heritage values are such that they warrant insertion in the District Plan.
- Assessment of heritage items nominated by the public. The Council initiated a public nomination process to help identify additional heritage items and those nominated have been assessed against the revised assessment criteria to determine whether their heritage values are such that they warrant inclusion in the District Plan.

The technical analysis undertaken by Dr McEwan in assessing the existing and potential heritage items against the criteria has resulted in recommendations for a schedule of heritage items. This includes the retention of many current listings, some deletions from the existing schedule and some additions. Refer to **Appendix 2** for the heritage item schedule.

8.0 Summary of Options to address Issues

8.1 Option 1: Status Quo.

This option would involve a continuation of the current approach whereby the Plan retains simple objectives and policies, criteria, rules and schedules.

Effectiveness in Addressing Issues: This option would not address the issues identified above in relation to giving effect to higher order documents and best practice, nor would it reflect the CRPS criteria.

Risks: The Plan would not follow best practice or give full effect to the RMA/CRPS and given the issues identified above, may attract many submissions in opposition to this approach.

Budget or Time Implications: None as no work would be required. However, it may be that a significant number of concerns and issues are raised through submissions. This could lead to protracted hearing times and even appeals to the Environment Court with subsequent time and cost implications.

Stakeholder and Community Interests: Heritage NZPT, landowners of heritage items and community interest groups.

Recommendation: This option is not recommended as it does not give full effect to the RMA or the CRPS and neither would it reflect current best practice. As such, the Council would not be meeting its statutory obligations.

8.2 Option 2: Adopt the technical advice and revise the plan provisions

This option would see the adoption of the technical assessment of heritage items by Dr McEwan and revision of the criteria, objectives, policies, rules and schedule.

Effectiveness in Addressing Issues: This option would directly address the issues identified above and would update the plan provisions to better reflect best practice approaches to manage heritage values.

Risks: This option may mean that resource consents are required for a wider range of activities to ensure that protection is achieved. Consequently, landowners may oppose the provisions and the decisions on the provisions could be appealed to the Environment Court. However, this risk can be mitigated through engagement with landowners.

Budget or Time Implications: Need to engage with landowners to ensure an understanding of the process, statutory drivers and the implications of the provisions.

Stakeholder and Community Interests: Heritage NZPT, landowners of heritage items and community interest groups.

Recommendation: This option is recommended as it is an effective and efficient approach that sets a robust policy framework for heritage items and a contemporary approach to rules. It also gives effect to the RMA and the CRPS and ensures that adverse effects of activities are appropriately managed.

9.0 Preferred Option for further engagement

The changes recommended in relation to heritage items as part of the drafting phase for this work stream are:

- Amend the criteria for assessment of heritage items to align with those applied to the Christchurch Plan.
- That identification and assessment of historic heritage resources for inclusion in the district plan be undertaken in accordance with the criteria, and be recorded using the standard record form discussed above. That the records prepared using the record form be held outside the District Plan and should not be statutory documents in their own right.
- That there be a single tier of significant heritage items with one schedule in the District Plan and one set of rules that apply to all listed items, as endorsed by the Selwyn District Council District Plan Committee on 26 July 2017.

- Review the objectives and policies to ensure that they provide sufficient direction and clarity (in the absence of explanatory material) and fulfil the Council’s obligations under the RMA and CRPS. Include the headings of the criteria in a policy (and the full criteria list in the appendix that contains the schedule of heritage items). Include policies to support future projects to investigate heritage landscapes/areas and archaeological sites.
- Review the content of all rules to ensure that they reflect best practice and are the “most appropriate”, including:
 - Review the standards that limit repair and maintenance to ensure that these are appropriately constrained and consider how/whether to include works relating to earthquake strengthening and the like.
 - Review the matters of discretion for any restricted discretionary activities to ensure they provide sufficient scope, are clear and are targeted to achieving the necessary protection of heritage values.
 - Incorporate rules to deal with activities occurring within the settings of heritage items.
 - Apply non-complying activity status to demolition activities to improve protection and align with current best practice approaches.
 - Consider developing rules to incentivise adaptive reuse of heritage buildings for sensitive activities, following review of the alignment of this approach with other work streams.
 - Continue to include consideration of heritage values in respect of any subdivision consents involving land that contains a heritage item or heritage setting.
- Review of the definitions that apply to heritage to ensure they align with statutory direction and are clear on the extent of an activity.
- Amend the schedule to align with the advice to be provided by Dr McEwan following her technical assessments of heritage items (see Appendix 2 below).
- Obtain economic analysis to better understand the impact of heritage listing on the value of property and the ability for owners to continue to utilise their property. This will also inform the analysis required under s32 to determine the most appropriate provisions.

PART B: PROTECTED TREES

1.0 Summary of Protected Tree Issues

The key resource management issues with regards to Protected Trees include:

- The current assessment criteria and methodology used to identify and list trees for protection in the operative SDP do not reflect current best practice.
- The use of Categories A and B appears in the definitions and rules but is not explained in the policies.

2.0 Statement of Operative District Plan approach

The operative Selwyn District Plan contains a range of provisions that provide for protected trees. Due to the plan being split between Township and Rural Volumes the provisions are located within a number of parts of the Plan. The key provisions are contained in the objectives, policies and rules, together with the schedules of protected trees contained in the Appendices to each volume. A copy of the relevant provisions is contained in Appendix 1 of the Planning Assessment.

It is important to note that the current list of protected trees and the provisions that apply to these were the subject of Plan Change 18 to the operative District Plan. The Plan Change involved a review of the protected tree process and included developing the existing criteria by Walter Fielding-Cotterell to enable a comprehensive review of trees that were either previously identified and/or listed by the Council or those put forward through a process of public nominations. The plan change was publicly notified in April 2010 and a decision was made in August 2010. That decision approved the plan change with some modifications. Thus, the provisions currently applied in the district are more recently developed and adopted relative to many other parts of the operative plan.

Since 2010 best practice in evaluating significant trees has evolved and the approach taken has been continually refined by specialists. Specialist advisors to this review, Treetech Specialist Treecare Ltd (Tretech) advise that there are a number of weaknesses associated with Selwyn's current assessment methodology:

- It is not a nationally recognised system for evaluating a tree.
- It is not in line with current New Zealand best practice or arboricultural industry standards.
- There are no guidelines as to how the tree is to be assessed, which leads to subjectivity and differentiation between assessors, and can result in a tree being under or over scored:
- In some categories, it is possible for a tree to receive more than one score, hence a subjective decision must be made as to the weighting given to each criterion at the end of the scoring formula.
- There is no recorded rationale explaining the point scoring system.

The issues identified above would make it difficult to defend the current assessment criteria for protected trees, should it be legally challenged. This system is considered by specialists to be cumbersome, not robust and significantly outdated, such that its use is now discouraged. It is

recommended that these be replaced by the STEM evaluation approach. This will provide greater efficiency in aligning with national practice and with the approach recently approved in the CRDP.

The current provisions in the SDP are considered to be relatively effective at providing protection for trees determined to be significant to the District. Council staff and stakeholders have not identified any significant issues with interpretation or application of the rules or any particular inappropriate outcomes.

The objective and policies are comparable in intent to those used elsewhere and clearly articulate the intent to provide protection for trees. It is recommended that as part of the drafting phase for this work stream there be a simple review of the objectives and policies to ensure that they provide sufficient direction and clarity (in the absence of explanatory material in the Plan) and align with the RMA and CRPS intentions regarding amenity. Some updating of language could also be of benefit. It is recommended that the headings of the criteria be listed as part of a policy in relation to protected trees and the full criteria list be included in the appendix that contains the schedule of protected trees. Splitting the content up in this way will enable a more streamlined approach to the policy whilst continuing to provide clarity in the Plan on what criteria are applied.

The operative District Plan rules for protected trees generally give effect to the provisions of the RMA and CRPS in relation to amenity values. As identified above, a key area in which the SDP provisions differ from other plans is in the differentiation of trees into two categories (Category A and B trees) as noted above. This is not an approach that the other reviewed plans have taken. This approach does not appear to be necessary in protecting significant trees and it is recommended that the categories are removed and the rules simplified.

The breakdown of activity status in the current rules appears to provide an efficient set of provisions for activities and protection. Having the activity status for the removal of significant trees as a non-complying activity shows a clear intent for protection, which reflects the policy approach and acknowledges that once trees are removed their associated values are lost.

3.0 Summary of relevant statutory and/or policy context and other background information

3.1 Resource Management Act (RMA)

The basis for the identification and protection of trees within a district plan reflects several responsibilities and obligations under the Resource Management Act 1991 (RMA) including section 31, which sets out the functions of the Council to establish, implement, and review the 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. Furthermore, trees contribute to a district's historic heritage values, so they have relevance in terms of section 6 (f) of the Act and where an identified tree has some particular biodiversity value it may be relevant under section 6 (c) of the Act. Section 7 is also relevant as protected trees can contribute to the maintenance and enhancement of amenity values, and the maintenance and enhancement of the quality of the environment.

3.2 The Canterbury Regional Policy Statement (CRPS)

In terms of the local planning framework, the Canterbury Regional Policy Statement CRPS does not provide any specific directions (policies or methods) in relation to protected trees or any specific policy support for the method of protecting trees of local significance. The CRPS does touch on issues of amenity and the quality of the environment generally within a number of objectives and policies. While the CRPS does not include any criteria to identify trees of significance (nor require a district to identify or protect such trees), recognition and protection of trees within a district assists in recognising or giving effect to these broader CRPS provisions.

3.3 Mahaanui Iwi Management Plan (IMP)

The elements of protected trees that relate to historic heritage values are covered in part in the sections of the IMP that address heritage and may overlap with cultural. Beyond these values, another key element of the IMP relates to issues of indigenous biodiversity values and mahinga kai which are addressed in section 5.5 of the IMP; Tāne Mahuta. There are some trees on the protected tree schedule that are indigenous species (Kowhai, Cabbage Trees) and may have cultural and biodiversity values.

4.0 Summary of alternative management responses – Other Districts

In reviewing the operative District Plan provisions, consideration has been given to other comparable district plans including the Ashburton District Plan, Waimakariri District Plan, Hurunui District Plan, Christchurch District Plan, the Proposed Queenstown Lakes District Plan and the Proposed Dunedin District Plan. Generally, the approaches in the reviewed District Plans have a strong level of alignment with similar terminology and criteria used for identification of trees that contribute to the district, as well as the way in which information is displayed in the schedule or list of trees.

The rules are also similar, with all plans providing for a range of permitted activities according to specified standards. The standards themselves are similar with most relating to the degree of pruning of branches, the separation for earthworks or structures and provision for works to occur in emergency situations. The degree of complexity of these rules differs across plans with some including a high level of detail.

All of the approaches reviewed provide recognition of significant trees and a set of provisions that enable consideration of activities affecting the values of the trees at some level. Given that there is no established comprehensive approach to best practice for methods relating to protected trees, all of these approaches appear to provide a level of protection.

5.0 Best practice

5.1 Protected Tree Provisions

There is no established or comprehensive best practice approach that is consistently applied for provisions/methods applying to protected trees, either across the country or within Canterbury.

Instead a variety of approaches to protecting significant trees have been taken by territorial authorities throughout New Zealand.

5.2 Protected Tree Evaluation Criteria

Protected trees in the Selwyn District Plan (and most other district plans) are assessed against evaluation criteria. The purpose of these criteria is to form a consistent basis of assessment of significance. Where a tree reaches an appropriate threshold (as determined by an arboricultural specialist), it is deemed to be of sufficient significance that it should be protected through provisions in the District Plan (noting that an analysis under s32 of the RMA will also be required to determine if it is appropriate to list the trees). The importance of adopting a standardised and nationally recognised methodology for evaluating trees has long been seen as a necessity by many within the New Zealand arboricultural industry.

The 'Standard Tree Evaluation Method' (STEM) approach as composed by Ron Flook is the most commonly used evaluation method around New Zealand. Initially based upon the British 'Helliwell System', this method was later modified by the Royal New Zealand Institute of Horticulture. Following many years of collaboration and development with various stakeholder groups in New Zealand, this tree evaluation method was first published in September 1996. The method was peer reviewed during all 6 draft stages, prior to release and adoption within the New Zealand arboricultural industry. It quickly became the most widespread method of evaluating heritage and notable trees for district plans around the country.

The benefits of using this system include:

- It is widely used throughout New Zealand and is seen as a consistent evaluation method.
- It is recognised by the NZ Environment Court system as consistent and appropriate.
- The criteria used for tree evaluation is robust and scored by quantitative means rather than qualitative means.
- It is endorsed by the New Zealand Arboricultural Association and the Royal New Zealand Institute of Horticulture.
- The threshold scoring is set by Local Authorities and thus provides the ability to set appropriate quantitative standards for the district⁵.
- It is uncomplicated by formulae or calculations which other systems use and which can lead to complications or a lack of integrity.

Overall, this tree evaluation method is well-regarded throughout the New Zealand arboricultural industry and adopted by many Local Authorities.

In 2015, Treotech was commissioned to undertake the assessment of Heritage and Notable Trees within Christchurch City, using the 'Christchurch Tree Evaluation Method' (CTEM) system (aka. STEM+) as part of the review of the Christchurch Replacement District Plan. The CTEM system was composed

⁵ This is relevant to ensure that the criteria are appropriately applied in a local context e.g. different species have different growth rates in hotter / colder climates.

by Mr Shane Moohan (Christchurch City Council Arborist) in 2014, and was specifically created for Christchurch City Council's Proposed Assessment Methodology for Significant Trees, as part of the Christchurch Replacement District Plan Review. The Christchurch City Council's decision to adopt CTEM, as a modified version of STEM proved to be a contentious and highly political issue.

On the basis of consideration of the current criteria, the RMA, comparable district plans and knowledge of the application of criteria generally around New Zealand, adoption of the STEM criteria (unmodified) is recommended. This approach is accepted nationally as being appropriate and has been recommended by the specialists working on this review (Treotech), who have had direct experience with STEM, and variations of it, in plan review processes.

6.0 Technical Analysis

The protected tree schedule in the operative Selwyn District Plan contains:

- A total of 104 listed items, with each item on the list representing a tree or group of trees,
- A spread of locations across both rural and urban areas including most of the settlements.
- A range of species of trees of varying sizes, evergreen and deciduous, and in varying condition.
- Two of the items on the list (T74 and T75) represent the two parts of Harts Arboretum at Coleridge (the upper and lower areas of the arboretum) with each area including a number of trees.

The Council commissioned Treotech to review the trees listed in the current tree schedules as part of this workstream. This involved a specialist arboriculturist visiting each tree or group of trees to assess them against the STEM evaluation criteria and following best practice approaches as set out above. As part of this process a cross check was made to ensure that the trees are accurately located as current records. The Council did not commission investigation into any additional trees or a comprehensive review of the trees within the district. The Council also did not specifically call for nominations of additional trees, however some have been nominated and assessed by Treotech.

The technical analysis undertaken by Treotech in assessing the existing and potential trees against the criteria has resulted in recommendations for a schedule of protected trees. This includes the retention of many current listings, some additions (via nominations), and some deletions from the existing schedule. Refer to **Appendix 3** for the protected tree schedule.

7.0 Summary of Options to address Issues

7.1 Option 1: Status Quo.

This option would involve a continuation of the current approach whereby the Plan retains the current approach to protected trees with objectives, policies, rules and schedules.

Effectiveness in Addressing Issues: This option would not address the issues identified above, especially in relation to reconsidering the dated criteria and assessment methodology.

Risks: The Plan would not follow best practice and given the issues identified above, may attract submissions in opposition to this approach.

Budget or Time Implications: None as no work would be required. However, it may be that concerns and issues are raised through submissions. This could lead to protracted hearing times and even appeals to the Environment Court with subsequent time and cost implications.

Stakeholder and Community Interests: landowners of protected trees and community interest groups.

Recommendation: This option is not recommended as it does not give full effect to the RMA or CRPS and neither would it reflect current best practice. As such, the Council would not be meeting its statutory obligations.

7.2 Option 2: Adopt the technical advice and revise the plan provisions

This option would see the adoption of the technical assessment of protected trees by Treetech and replacement of the criteria, and updating of the objectives, policies, rules and schedule.

This option includes specific consideration of Harts Arboretum. This area is of special value and merits continued protection. It is recommended that instead of being treated as a group (as it is currently) in the way that other groups are approached, it be considered as an area of significant trees (rather than an individual or group), with provisions based around a management plan approach.

Effectiveness in Addressing Issues: This option would directly address the issues identified above and would update the plan provisions to better reflect best practice approaches to manage heritage values. The proposed approach to managing Harts Arboretum will recognise that these two areas of trees have very different values from other groups of trees and that there may be a need to manage the large areas of land differently. Tailored rules to recognise the values would be beneficial for the protection of the trees and for the ongoing management of the land.

Risks: The Plan would have limited risks as it does not fundamentally change the approach to protected trees but makes the information on which the schedule is based more robust.

Budget or Time Implications: Need to engage with landowners to ensure an understanding of the process, statutory drivers and the implications of the provisions.

Stakeholder and Community Interests: landowners of protected trees and community interest groups.

Recommendation: This option is recommended as it is an effective and efficient approach that provides a contemporary approach to criteria and rules. It also gives effect to the RMA and the CRPS and ensures that adverse effects of activities are appropriately managed.

8.0 Preferred Option for further engagement

The changes recommended in relation to protected trees as part of the drafting phase for this work stream are:

- Replace the criteria for assessment of protected trees listed in the Plan with the STEM criteria.
- Review the objectives and policies to ensure that they provide sufficient direction and clarity (in the absence of explanatory material) and align with the RMA and CRPS intentions regarding amenity. Include the criteria within a policy (as headings) and within appendices for the relevant chapter (as a full list). Incorporate consideration within the policies of evaluation in relation to cultural values, including consideration of the list of Taonga species in Schedule 97 of the Ngāi Tahu Claims Settlement Act and engagement with mana whenua.
- Review the content of all rules to ensure that they align with best practice wording, are simplified to remove the two categories in the current provisions, and apply appropriate status to activities.
- Include rules for Harts Arboretum to be tailored specifically to the unique values of the arboretum and enable a management plan approach to this unique situation.
- Continue to include consideration of relevant values for any subdivision consents involving land that contains a protected tree.
- Amend the schedule of protected trees in accordance with the technical assessment undertaken by Treetech (see Appendix 3 below). As part of this process, ensure that the mapping of protected trees is reviewed and that these are correctly located in the Council's GIS and on the planning maps.
- Obtain economic analysis to better understand the impact of protected tree listing on the value of property and the ability for owners to continue to utilise their property. This will inform an analysis of the appropriateness of listing any trees as required by s32 of the RMA.

Appendix 1: Baseline Report “Natural Environment Topic: Heritage Items and Protected Trees”

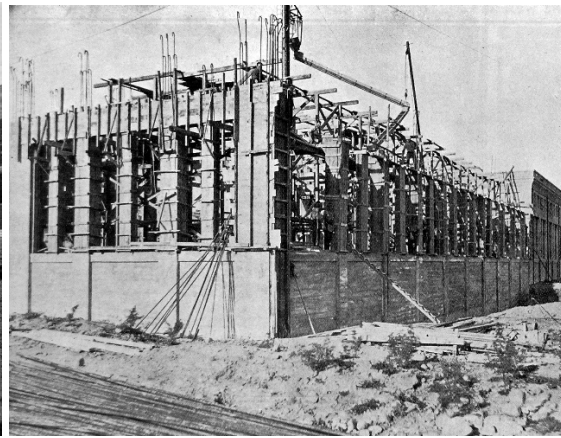
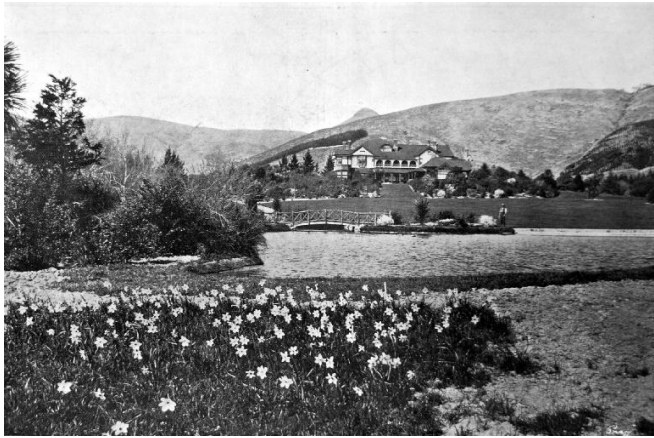
<https://www.selwyn.govt.nz/property-And-building/planning/strategies-and-plans/selwyn-district-plan/selwyn-district-plan-review/supporting-information>

Appendix 2: Heritage Items Schedule




Table 1: Currently Scheduled Heritage Items to be Retained




Table 2: Currently Scheduled Heritage Items to be Deleted

Table 3: Nominated Heritage Items




Table 1: Currently Scheduled Heritage Items to be Retained**SDC District Plan Review – Built Heritage Items****Identification of Selwyn District Council's Built Heritage Resources - Currently scheduled heritage items**




HERITAGE
CONSULTANCY
SERVICES

H1					
Arthur's Pass Interdenominational Chapel	81 West Coast Road [SH 73], Arthur's Pass	1955-56			
Arthur's Pass Interdenominational Chapel has overall heritage significance to Arthur's Pass and to Selwyn district as a whole. The chapel has historic and social significance for its association with the mid-20th century development of the village and cultural and spiritual significance as a place of Christian worship and for the esteem in which it is held by local residents and visitors to the National Park. Arthur's Pass Interdenominational Chapel has architectural and aesthetic significance as the work of leading New Zealand modernist architect Paul Pascoe, and technological and craftsmanship significance for its construction and materials. Arthur's Pass Interdenominational Chapel has contextual significance as a local landmark that contributes to the established character of the village streetscape and encourages worshippers and visitors to engage with the natural setting of the chapel.					
H3					
former Tunneller's Cottage	100 West Coast Road [SH 73], Arthur's Pass	1910			
The former tunneller's cottage has overall heritage significance to Arthur's Pass and to the district of Selwyn as a whole. The cottage has historical and social significance for its association with the men who built the Otira Tunnel and cultural significance as a 'classic' Kiwi bach. The former tunneller's cottage has architectural and aesthetic significance as an early 20th century vernacular dwelling and craftsmanship value for the quality of its construction and detailing. The former tunneller's cottage has contextual significance as a local landmark, which is highly visible from SH 73 and fits into a wider cluster of modest holiday homes in Arthur's Pass.					
H4					
former St Teresa's Catholic Church	'Racecourse Hill', 3979 West Coast Road, Darfield	1910-11 [relocated from Coalgate in 2014]			
The former St Teresa's Catholic Church has overall heritage significance to the Selwyn district. The church has historic and social significance for its historic association with the Catholic community of Glentunnel and Coalgate. The former St Teresa's Catholic Church has cultural and spiritual significance as a place of Christian worship and communion between 1911 and 2006. The former St Teresa's Catholic Church has architectural significance as the work of notable Christchurch architects S & A Luttrell and technological and craftsmanship value for its timber construction and detailing. The former St Teresa's Catholic Church has contextual value within the context of the Racecourse Hill estate and its site has potential archaeological significance in view of the development of the 'Racecourse Hill' property since the mid-19th century.					

H5	former Darfield (Annat?) Police Station Lock-up	[40A] South Terrace, Darfield [relocated 2010]	c.1880? [1915]		
The former Darfield (Annat?) Police Station lock-up has overall heritage significance to Darfield and to the district of Selwyn as a whole. The building has historical and social significance for its association with district policing and cultural significance as an esteemed place of community identity. The former Darfield (Annat?) Police Station lock-up has architectural significance as a standardised government building with a high level of authenticity and technological and craftsmanship significance for the quality of its construction and detailing. The former Darfield (Annat?) Police Station lock-up has contextual significance as a local landmark and potential archaeological and scientific value given its siting and physical evidence of Victorian and Edwardian policing practices.					
H6	Malvern (Darfield) War Memorial	McLaughlins Road, Darfield	1924 (dedicated Anzac Day 1925)		
The Malvern War Memorial, which is also known as the Darfield War Memorial, has overall heritage significance to Darfield, the former Malvern County and to the district of Selwyn as a whole. The memorial has historical and social significance for its association with the local men who died serving in World War I and World War II and cultural significance given its commemorative purpose. The Darfield War Memorial has aesthetic value as a classical obelisk and craftsmanship significance for the quality of its construction by notable monumental masons, J Tait Ltd. The Darfield War Memorial has contextual significance for its location as a landmark within the town centre and its proximity to the state highway and Trinity Church.					
H9	Cob Cottage Ruins [former Wraight Cottage]	Tramway / Leeston-Dunsandel Roads, Dunsandel	c.1870		
The cob cottage ruins have overall heritage significance to Dunsandel and to the district of Selwyn as a whole. The ruins have historical and social significance for their association with the Wraight family and cultural significance as an example of the modest way of life early settlers experienced in the district, even into the 1870s. The cob cottage ruins have architectural and aesthetic value as the remains of a mid-Victorian vernacular dwelling and technological and craftsmanship significance for the nature of their construction. The former Wraight cottage has contextual significance as a local landmark, albeit one that is set back from the roadway and partially obscured by vegetation.					




H10 former Dunsandel Methodist Church	3428 Main South Road, Dunsandel	1911-12	
The former Dunsandel Methodist Church has overall heritage significance to Dunsandel and the Selwyn district. The church has historic and social significance for its association with the Methodist community of Dunsandel and the Dunsandel Historic Society. The former Dunsandel Methodist Church has cultural and spiritual significance as a former place of Christian worship and for its ongoing commemorative function. The former Dunsandel Methodist Church has architectural significance as the work of notable Christchurch architects the England Brothers and technological and craftsmanship value for its timber construction and detailing. The former Dunsandel Methodist Church has contextual significance as a local landmark.			
H11 Dunsandel War Memorial	2 Leeston-Dunsandel Road / 1456 Tramway Road, Dunsandel	1922	
The Dunsandel War Memorial has overall heritage significance to Dunsandel, the former Ellesmere and Selwyn counties and to the district of Selwyn as a whole. The memorial has historical and social significance for its association with the local men who died serving in World War I and World War II and cultural significance given its commemorative purpose. The Dunsandel War Memorial has aesthetic significance as an imported Italian figurative work depicting a New Zealand soldier and craftsmanship significance for the quality of its marble sculpting. The Dunsandel War Memorial has contextual significance as a landmark on the edge of the Domain and its association with neighbouring bowling club and other domain amenities.			
H12 Glentunnel Public Library & Gates	92 Homebush Road / 1 Philip Street, Glentunnel	1887-88	
The Glentunnel Library & Gateposts have overall heritage significance to Glentunnel and to the district of Selwyn as a whole. The building has historical and social significance for its association with community efforts to provide their own social and cultural amenities and with the Glentunnel Brickworks. The Glentunnel Library & Gateposts have cultural significance as an esteemed place of community identity and architectural significance for their design by preeminent NZ architect Samuel Hurst Seager. The Glentunnel Library & Gateposts have technological and craftsmanship significance for the quality of their brick construction and detailing and contextual significance as a local landmark. This historic place has potential archaeological and scientific significance given its age and the physical evidence it can offer of Victorian librarianship and literacy.			




H13 former Miner/Brickworks Worker's Cottage	2 Railway Terrace / 6 Philip Street, Glentunnel	c.1878/79?	
The former miner/brickworks worker's cottage has overall heritage significance to Glentunnel and to the district of Selwyn. The cottage has historical and social significance for its association with the men who worked the local coalmine and manned the nearby brickworks and pottery and cultural value as a reminder of Glentunnel's industrial past. The former miner/brickworks worker's cottage has architectural value as late 19th century vernacular dwelling and modest craftsmanship value for the quality of its construction and detailing. The former miner/brickworks worker's cottage has contextual significance within a cluster of four matching cottages, which have potential archaeological significance in view of their age.			
H14 former Miner/Brickworks Worker's Cottage	4 Railway Terrace, Glentunnel	c.1878/79?	
The former miner/brickworks worker's cottage has overall heritage significance to Glentunnel and to the district of Selwyn. The cottage has historical and social significance for its association with the men who worked the local coalmine and manned the nearby brickworks and pottery and cultural value as a reminder of Glentunnel's industrial past. The former miner/brickworks worker's cottage has architectural significance as late 19th century vernacular dwelling and craftsmanship value for the quality of its construction and detailing. The former miner/brickworks worker's cottage has contextual significance within a cluster of four matching cottages, which have potential archaeological significance in view of their age.			
H15 former Miner/Brickworks Worker's Cottage	6 Railway Terrace, Glentunnel	c.1878/79?	
The former miner/brickworks worker's cottage has overall heritage significance to Glentunnel and to the district of Selwyn. The cottage has historical and social significance for its association with the men who worked the local coalmine and manned the nearby brickworks and pottery and cultural value as a reminder of Glentunnel's industrial past. The former miner/brickworks worker's cottage has architectural value as late 19th century vernacular dwelling and modest craftsmanship value for the quality of its construction and detailing. The former miner/brickworks worker's cottage has contextual significance within a cluster of four matching cottages, which have potential archaeological significance in view of their age.			




H16 former Miner/Brickworks Worker's Cottage	8 Railway Terrace / 5 Elizabeth Street, Glentunnel	c.1878/79?	
The former miner/brickworks worker's cottage has overall heritage significance to Glentunnel and to the district of Selwyn. The cottage has historical and social significance for its association with the men who worked the local coalmine and manned the nearby brickworks and pottery and cultural value as a reminder of Glentunnel's industrial past. The former miner/brickworks worker's cottage has architectural value as late 19th century vernacular dwelling and modest craftsmanship value for the quality of its construction and detailing. The former miner/brickworks worker's cottage has contextual significance within a cluster of four matching cottages, which have potential archaeological significance in view of their age.			
H17 St George's Anglican Church	1324/1326 Courtenay Road, Kirwee	1883	
St George's Anglican Church has overall heritage significance to Kirwee and the Selwyn district. The church has historic and social significance for its historic association with the Anglican community of Kirwee. St George's Anglican Church has cultural and spiritual significance as a place of Christian worship and communion since 1883 and for the World War I memorials within it. St George's Anglican Church has architectural significance as the work of preeminent Canterbury architect BW Mountfort and technological and craftsmanship significance for its timber construction and detailing. St George's Anglican Church has contextual significance as a local landmark and its site has potential archaeological significance given the age of the building and its church yard.			
H18 Ellesmere County War Memorial/Leeston War Memorial	Memorial Square, High Street, Leeston	1924	
The Ellesmere County War Memorial, which is more commonly known as the Leeston War Memorial, has overall heritage significance to Leeston, the former Ellesmere County and to the district of Selwyn as a whole. The memorial has historical and social significance for its association with the local men who died serving in World War I and World War II and cultural significance given its commemorative purpose. The Leeston War Memorial has architectural and aesthetic significance as a classical obelisk designed by Christchurch architect Henry St A Murray and craftsmanship significance for the quality of its construction by notable monumental masons J Tait Ltd. The Leeston War Memorial has contextual significance for its location as a landmark within the town centre and its association with the local council service centre and neighbouring memorial park.			




H19 former Leeston Courthouse/Ellesmere RSA Clubrooms	Bundle 1 High Street, Leeston	1898		
The former Leeston Courthouse has overall heritage significance to Leeston and to the district of Selwyn as a whole. The building has historical and social significance for its association with the development of Leeston and the local branch of the RSA and cultural significance as a place of community identity. The former Leeston Courthouse has architectural significance as a standardised government building that retains a good level of authenticity and technological and craftsmanship value for the quality of its construction and detailing. The former Leeston Courthouse has contextual significance as a local landmark and potential archaeological and scientific significance given its age and physical evidence of Victorian and Edwardian legal practices.				
H20 Anglican Church of St John the Evangelist/St John's Anglican Church	63 High Street / 20-28 Selwyn Street, Leeston	1872		
The Anglican Church of St John the Evangelist has overall heritage significance to Leeston and the Selwyn district. The church has historic and social significance for its historic association with the Anglican community of Leeston. The Anglican Church of St John the Evangelist has cultural and spiritual significance as a place of Christian worship and communion since 1872 and architectural significance as the work of leading Canterbury architect Samuel Farr. The church has technological and craftsmanship significance for its construction and detailing and contextual significance as a local landmark in conjunction with the Parish Hall and vicarage. The site of the Anglican Church of St John the Evangelist has potential archaeological significance given the age of the building.				
H21 Catholic Church of St John the Evangelist [originally St Mary's of the Holy Rosary]	154 High Street, Leeston	1893-94		
The Catholic Church of St John the Evangelist has overall heritage significance to Leeston and Selwyn district. The church has historical and social significance for its association with the Catholic community of Leeston and the Ellesmere district, and the pioneering work of Father Chervier. The Catholic Church of St John the Evangelist has cultural and spiritual significance as a place of Christian worship and communion since 1894 and for the esteem in which it is held by its congregation. The Catholic Church of St John the Evangelist has architectural significance as a Gothic Revival style church designed by noted Timaru architect Maurice Duval. Despite the loss of its spire, the church has technological and craftsmanship significance for its construction and decorative elements, including a stained-glass window by Bradley Brothers of Christchurch. The Catholic Church of St John the Evangelist has contextual significance as a local landmark and as the only historic building to survive from what was once a notable Catholic precinct. The brick boundary wall, although partially reconstructed, contributes to the streetscape presence of the church. The site of the Catholic Church of St John the Evangelist has potential archaeological significance in view of the development of this property by the Catholic church since the late 19th century.				

H22				
former Chapman House	2 Chapman Street, Leeston	1877		
The former Chapman house has overall heritage significance to Leeston and the Selwyn district. The church has historic and social significance for its association with a string of Leeston's doctors and lawyers and cultural significance as a demonstration of the professional and family life of the town's early doctors. The former Chapman house has architectural significance as the work of leading colonial architect Williams Armson and for its status as possibly the only Armson residential building to survive. The house has technological and craftsmanship significance for its mid-Victorian construction and detailing and contextual significance as a local landmark. The site of the former Chapman house has potential archaeological significance given the age of the building.				
H23				
Ellesmere Brass Band Hall [former Orange Hall?]	54 High Street/ 10 Messines Road, Leeston	1882?		
The Ellesmere Brass Band Hall has overall heritage significance to Leeston and to the district of Selwyn as a whole. The building has historical and social significance for its association with the Ellesmere Brass Band and the development of Leeston and cultural significance as a place of community identity. The Ellesmere Brass Band Hall has architectural significance as a vernacular hall that retains a high level of authenticity and technological and craftsmanship value for the quality of its construction and detailing. The Ellesmere Brass Band Hall has contextual significance as a well-known local landmark and potential archaeological significance given its age.				
H24				
Former Lincoln Public Library/ Pioneer Hall	Cnr Kildare Terrace & Gerald Street, Lincoln [relocated from James Street, 1900]	1874		
The former Lincoln Public Library has overall heritage significance to Lincoln and to the district of Selwyn as a whole. The building has historical and social significance for its association with the provision of library and heritage services to the town since 1874. The former Lincoln Public Library has architectural significance as a colonial vernacular building and technological and craftsmanship value for the quality of its mid-Victorian construction and detailing. The former Lincoln Public Library has contextual significance as a local landmark and in relationship with the Lincoln Domain and the neighbouring Coronation Library. Its site has potential archaeological significance given its siting at the heart of the town.				
H25				
Lincoln Coronation Library	1 James Street, Lincoln	1911-12		
The Lincoln Coronation Library has overall heritage significance to Lincoln and to the district of Selwyn as a whole. The building has historical and social significance for its association with the provision of library and heritage services to the town since 1912 and cultural significance given its commemorative purpose. The Lincoln Coronation Library				

has architectural significance as a vernacular building that echoes the forms of its 1874 predecessor and technological and craftsmanship value for the quality of its early 20th century construction and detailing. The Lincoln Coronation Library has contextual significance as a local landmark and in relationship with the Lincoln Domain, Pioneer Hall and St Stephen's Anglican Church. The site has potential archaeological significance given its siting at the heart of the town.				
H26	St Stephen's Anglican Church	James Street / Fitz Place, Lincoln	1877, 1885-866	
St Stephen's Anglican Church has overall heritage significance to Lincoln and the Selwyn district. The church has historic and social significance for its historic association with the Anglican community of Lincoln. St Stephen's Anglican Church has cultural and spiritual significance as a place of Christian worship and communion since 1877 and for the efforts to save it from demolition in the late 1990s. St Stephen's Anglican Church has architectural significance as the work of preeminent Canterbury architect BW Mountfort and technological and craftsmanship significance for its timber construction and detailing. St Stephen's Anglican Church has contextual significance as a local landmark and its site has potential archaeological significance given the age of the building and its setting.				
H27	former Murray /Liffy's/ Liffey Cottage	22 James Street, Lincoln [relocated 1975]	c.1875	
Liffey Cottage has overall heritage significance to Lincoln and to the district of Selwyn. The cottage has historical and social significance for its association with the Murray, Muir and Exon families and the others who have lived and worked in the building. Liffey Cottage has cultural value as a reminder of Lincoln's colonial past and the efforts of the Liffey Action Committee to save it and architectural significance as a well-preserved mid-Victorian vernacular dwelling. The cottage has craftsmanship value for the quality of its construction and detailing and contextual significance in relation to the Lincoln Union Church and its contribution to the historic character of the township. The cottage's site has potential archaeological significance in view of its prior use and occupation.				
H28	former St Stephen's Vicarage / 'The Gables'	41 Gerald Street, Lincoln	1876	
The former St Stephen's vicarage has overall heritage significance to Lincoln and the Selwyn district. The house has historic and social significance for its association with Lincoln's Anglican clergy between 1876 and 1937. The former St Stephen's vicarage has cultural significance as a demonstration of the way of life of the vicars and their families who lived in it and architectural significance as the work of preeminent Canterbury architect BW Mountfort. The former St Stephen's vicarage has technological and craftsmanship significance for its mid-Victorian timber construction and detailing and contextual value as a local landmark. The site of the dwelling has potential archaeological significance given the development of the site in 1876.				

H29	former Lincoln Presbyterian Church / Lincoln Union Church	20 James Street, Lincoln	1881-82		
Lincoln Union Church has overall heritage significance to Lincoln and the Selwyn district. The church has historic and social significance for its historic association with the Presbyterian community of Lincoln. Lincoln Union Church has cultural and spiritual significance as a place of Christian worship and communion since 1882 and for its combined service to Presbyterian and Methodist adherents since 1972. Lincoln Union Church has architectural significance as the work of notable Canterbury architect TS Lambert and technological and craftsmanship significance for its timber construction and detailing. Lincoln Union Church has contextual significance as a local landmark and its site has potential archaeological significance given the age of the building and the date at which colonial development commenced on the site.					
H30 / H31 [combined]	Homestead Building / Ivey Hall (including Memorial Hall)	85 Ellesmere Junction Road, Lincoln University, Lincoln	1878-80, 1881, 1918 & 1923-24		
Ivey Hall, including the Memorial Hall, has overall heritage significance to Lincoln and Selwyn district. The building has historic and social significance for its association with Lincoln University and the development of agricultural education in New Zealand. Ivey Hall, including the Memorial Hall, has cultural significance for its commemorative purpose and architectural significance for its design by three notable Canterbury architects, Frederick Strouts, JS Guthrie and Cecil Wood. The building has craftsmanship significance for the quality of its brick construction and Oamaru stone detailing. Ivey Hall, including the Memorial Hall, has contextual significance as a well-known Canterbury building that makes a defining contribution to the university campus environment. The building's site has potential archaeological significance, given the 19th century development of the property as an agricultural college and experimental farm.					
H32	'Spring Grove', former Cooke House	1-3 Edward Street, Lincoln	c.1887 / 1894?		
'Spring Grove' has overall heritage significance to Lincoln and the Selwyn district. The dwelling has historic and social significance for its association with Drs Cooke, Cooke, Johnston and Willcox and cultural significance as a demonstration of the professional and family life of the town's early doctors. 'Spring Grove' has architectural significance for its unusual, double-villa design and technological and craftsmanship value for its late-Victorian construction and detailing. 'Spring Grove' has contextual value as a local feature that is in the vicinity of a number of other notable heritage buildings. The site of 'Spring Grove' has potential archaeological significance given the age of the building.					




H 33				
'Springside' Farmhouse / former Tod Cottage	116 East Belt, Lincoln	c.1875?		
The former Tod cottage has overall heritage significance to Lincoln and to the district of Selwyn. The cottage has historical and social significance for its association with the Tod family and the early farming history of the district. The former Tod cottage has cultural value as a well-known reminder of Lincoln's colonial past. The cottage has craftsmanship value for the quality of its construction and detailing and contextual significance for its contribution to the historic character of the township. The cottage's site has potential archaeological significance in view of its prior use and occupation.				
H34				
Prebbleton Soldiers' Memorial	617 Springs Road, Prebbleton	1921		
The Prebbleton Soldiers' Memorial has overall heritage significance to Prebbleton and to the district of Selwyn as a whole. The memorial has historical and social significance for its association with the local men who served in World War I and World War II and cultural significance given its commemorative purpose. The Prebbleton Soldiers' Memorial has aesthetic significance as a classical urn and column type memorial designed by Christchurch stonemason Henry Silvester and craftsmanship significance for the quality of its construction and detailing. The Prebbleton Soldiers' Memorial has contextual significance as a landmark within the town and its association with the Prebbleton Hall.				
H35				
All Saints' Anglican Church	1-9 Blakes Road, Prebbleton	1907 (1871 design)		
All Saints' Anglican Church has overall heritage significance to Prebbleton and the Selwyn district. The church has historic and social significance for its association with the Anglican community of Prebbleton since 1872 and cultural and spiritual significance as a place of Christian worship and communion since 1907. All Saints' Anglican Church has architectural significance as the inter-generational work of preeminent Canterbury architect BW Mountfort and his son Cyril and technological and craftsmanship significance for its timber construction and detailing. All Saints' Anglican Church has contextual significance as a local landmark and its site has potential archaeological significance given the date at which colonial development commenced here.				





H40	former Methodist Parsonage	5 Charles Street / 42 High Street, Waddington	1880		
The former Methodist parsonage has overall heritage significance to Waddington and to the district of Selwyn. The former parsonage has historical significance for its association with Waddington's early minsters and the settlement's only church and cultural value as a reminder of Waddington's early settlement. The former Methodist parsonage has architectural significance as Victorian square-plan villa and craftsmanship value for the quality of its construction and detailing. The former Methodist parsonage has contextual significance within a cluster of scheduled dwellings, which have potential archaeological significance in view of their age.					
H41	former Malvern Public School/Waddington School	55-59 Waddington Road, Waddington	1875		
The former Malvern/Waddington School has overall heritage significance to Waddington and to the district of Selwyn. The former school has historical significance for its association with the educational history of Malvern district and cultural value as a place of community identity. The former Malvern/Waddington School has architectural significance as an Educational Gothic Revival style building, possibly built and extended to the design of Thomas Cane, and craftsmanship value for the quality of its construction and detailing. The former Malvern/Waddington School has contextual significance as a local landmark and the site has potential archaeological significance in view of the age of the school.					
H42	former Bull House, Butcher's Shop and Dairy	10 Waimakariri Gorge Road / 41-43 Waddington Road, Waddington	Late 1870s?		
The former Bull house and dairy have overall heritage significance to Waddington and to the district of Selwyn. The former dwelling, butcher's shop and dairy have historical significance for their association with one of Waddington's early settlers and cultural value as a reminder of Waddington's early settlement. The former Bull house has architectural significance as a Victorian Domestic Gothic Revival style building and craftsmanship value for the quality of its construction and detailing. The former dairy is also notable for its brick constructional polychromy. The former Bull house has contextual significance as a local landmark and the site has potential archaeological significance in view of the age of the house.					




H43				
former Hall of the Loyal Southbridge True Blue Lodge of Orangemen, No 16	86 High Street, Southbridge	1881		
The former hall of the Loyal Southbridge True Blue Lodge of Orangemen, No. 16 has overall heritage significance to Springston and to the district of Selwyn as a whole. The building has historical and social significance for its association with Orangeism and cultural significance as a place of community identity and continuity. The former hall has architectural value for its vestigial classical design and technological and craftsmanship significance for the quality of its brick construction and detailing. The former hall of the Loyal Southbridge True Blue Lodge of Orangemen, No. 16 has contextual significance as a local landmark and its site has potential archaeological given the building's age.				
H44				
former Southbridge Scout Den	37 St James Street, Southbridge	1959-61		
The former Southbridge Scout Den has overall heritage significance to Southbridge and to the district of Selwyn as a whole. The building has historical and social significance for its association with the Southbridge Boy Scouts and cultural significance as a place of community identity. The former Southbridge Scout Den has architectural significance as a Modern vernacular building and craftsmanship value for its construction and detailing, including the use of river stones. The former Southbridge Scout Den has contextual significance as a local landmark and potential archaeological value given the pre-1900 development of the wider setting for the Southbridge Railway.				
Landowner Feedback: Many of the features have been 'taken away' when Scouts moved out, and it has pine panelling not rimu				
H45				
Thompson Memorial Library	High Street, Southbridge	1931		
The Thompson Memorial Library has overall heritage significance to Southbridge and to the district of Selwyn as a whole. The building has historical and social significance for its association with local philanthropist Charles Thompson and the town's social and civic life since 1931. The Thompson Memorial Library has cultural significance as a place of community identity and continuity and architectural significance as an inter-war classical design by Christchurch architect GW Haines. The former library has technological significance for its reinforced concrete construction and detailing. The Thompson Memorial Library has contextual significance as a local landmark and its site has potential archaeological given the early 1870s development that occurred here.				



H46				
Southbridge Hall	High Street, Southbridge	1930		
Southbridge Hall has overall heritage significance to Southbridge and to the district of Selwyn as a whole. The building has historical and social significance for its association with the town's social and civic life since 1930 and cultural significance as a place of community identity and continuity. The hall has architectural significance as an inter-war classical design by Christchurch architect GW Haines and technological significance for its reinforced concrete construction and detailing. Southbridge Hall has contextual significance as a local landmark and its site has potential archaeological given the early 1870s development that occurred here.				
H47				
Anglican Church of St James the Great / St James' Anglican Church	Cnr High & Hastings Streets, Southbridge	1934-35		
The Anglican Church of St James the Great has overall heritage significance to Southbridge and to Selwyn district as a whole. The church has historic and social significance for its association with the colonial development of both the Anglican church in Canterbury and the town of Southbridge. St James's Anglican Church has cultural and spiritual significance as a place of Christian worship and fellowship and architectural and aesthetic significance as the work of Invercargill architect Edmund Wilson. The church has technological and craftsmanship significance for its brick construction and detailing and contextual significance as a local landmark that contributes to the historic character of central Southbridge. The site of St James's Anglican Church has potential archaeological significance in view of the age of the churchyard and the building development that has occurred on the site since 1865.				
H48				
former Springston School Teacher's House	379 Ellesmere Junction Road, Springston	1868		
The former Springston School teacher's house has overall heritage significance to Springston and to the district of Selwyn. The former teacher's house has historical significance for its association with Springston School, its early teachers and pupils, and cultural value as a reminder of Springston's early settlement. The former Springston School teacher's house has architectural value as a vernacular residential building with a somewhat unusual floor plan and craftsmanship value for the quality of its construction and detailing. The former Springston School teacher's house has contextual significance in relationship to Springston School, and the property has potential archaeological significance in view of the dwelling's age.				




H49	former Wesleyan Methodist Parsonage	387G Ellesmere Junction Road, Springston	1874	
The former Wesleyan Methodist parsonage has overall heritage significance to Springston and to the district of Selwyn. The former parsonage has historical significance for its association with Springston's Methodist church and its early minsters and congregants and cultural value as a reminder of Springston's early settlement. The former Wesleyan Methodist parsonage has architectural significance as a Domestic Gothic Revival style building designed by Samuel Farr and craftsmanship significance for the quality of its construction and detailing. The former Wesleyan Methodist parsonage has contextual value in relationship to the 1960 parsonage and former church site, and the property has potential archaeological significance in view of the dwelling's age.				
H50	Springs Riding / Springston War Memorial	360 Ellesmere Junction Road, Springston	1922	
The Springston War Memorial has overall heritage significance to Springston, the former Springs County and to the district of Selwyn as a whole. The memorial has historical and social significance for its association with the local men who died serving in World War I and World War II and cultural significance given its commemorative purpose. The Springston War Memorial has aesthetic value as a classical obelisk and craftsmanship significance for the quality of its construction and detailing. The Springston War Memorial has contextual significance as a local landmark that forms the terminal vista of Leeston Road.				
H51	Tai Tapu Public Library	846 Old Tai Tapu Road, Tai Tapu	1931-32	
The Tai Tapu Public Library has overall heritage significance to Tai Tapu and to the district of Selwyn as a whole. The building has historical and social significance for its association with local philanthropist Sir Robert Heaton Rhodes and the town's social and civic life since 1932. The Tai Tapu Public Library has cultural significance as a place of community identity and continuity and architectural significance as an inter-war Arts and Crafts design by acclaimed Christchurch architect Cecil Wood. The library has technological and craftsmanship significance for its stone construction and architectural detailing. The Tai Tapu Public Library has contextual significance as a well-known local landmark and its site has potential archaeological given the 19th century development that occurred here.				




H52				
Lady Rhodes Memorial Church / St Paul's Anglican Church	844 Old Tai Tapu Road, Tai Tapu	1930-31		
St Paul's Anglican Church has overall heritage significance to Tai Tapu and to the district of Selwyn as a whole. The building has historical and social significance for its association with local philanthropist Sir Robert Heaton Rhodes and his wife Jessie Cooper Rhodes, as well as the town's Anglican congregation since 1876. St Paul's Anglican Church has cultural significance as a place of community identity and continuity and architectural significance as an inter-war Arts and Crafts ecclesiastical design by acclaimed Christchurch architect Cecil Wood. The church has technological and craftsmanship significance for its stone construction and architectural detailing. St Paul's Anglican Church has contextual significance as a well-known local landmark and its site has potential archaeological significance given the 19th century development that occurred here.				
H53				
Tai Tapu War Memorial Cenotaph	(856) Old Tai Tapu Road, Tai Tapu	1925		
The Tai Tapu War Memorial Cenotaph has overall heritage significance to Tai Tapu and to the district of Selwyn as a whole. The memorial has historical and social significance for its association with the local men who died serving in World War I and World War II and cultural significance given its commemorative purpose. The Tai Tapu War Memorial Cenotaph has architectural and aesthetic significance for its design by notable Christchurch architect William Trengrove and craftsmanship significance for the quality of its construction and carving by Silvester & Co. The Tai Tapu War Memorial Cenotaph has contextual significance as a local landmark on the bank of the Halswell River and near two other well-known heritage buildings.				
H54				
former South Malvern School	275 Fitzgerald Street, Whitecliffs	1883		
The former South Malvern School has overall heritage significance to South Malvern, neighbouring Whitecliffs and to the district of Selwyn. The former school has historical significance for its association with the educational history of South Malvern district and cultural value as a place of community identity. The former South Malvern School has architectural significance as an Educational Gothic Revival style building designed by TS Lambert and craftsmanship value for the quality of its construction and detailing. The former South Malvern School has contextual significance as a local landmark and the site has potential archaeological significance in view of the age of the school.				




H100 St Peter's Anglican Church / St Peter's Community Church	5623 West Coast Road / SH 73, Springfield	1884			
St Peter's Anglican Church has overall heritage significance to Springfield and the Selwyn district. The church has historic and social significance for its association with the Anglican congregation of Springfield since 1884. St Peter's Anglican Church has cultural and spiritual significance as a place of Christian worship and communion and for the memorials within it. St Peter's Anglican Church has architectural significance as the work of preeminent Canterbury architect BW Mountfort and technological and craftsmanship significance for its timber construction and detailing. St Peter's Anglican Church has contextual significance as a local landmark and its site has potential archaeological significance given the age of the building and adjacent cemetery.					
H101 'Jack's Hut', former Roadman's Hut	[14276] West Coast Road, Arthur's Pass National Park	1879?			
Jack's Hut has overall heritage significance to Arthur's Pass and to the district of Selwyn as a whole. The cottage has historical and social significance for its association with the roadmen of Arthur's Pass and the Butler/Adams family and cultural significance as a 'classic' Kiwi bach. Jack's Hut has architectural and aesthetic significance as a late 19th century vernacular dwelling and craftsmanship value for the quality of its construction and detailing. Jack's Hut has contextual significance as a well-known landmark which is a prominent built feature within the Arthur's Pass National Park.					
H102 Upper Bealey River Rail Bridge	Bealey River, Arthur's Pass National Park, Arthur's Pass	1921-22			
The upper Bealey River rail bridge has overall heritage significance to Arthur's Pass and to the district of Selwyn as a whole. The bridge has historical and social significance for its association with the development of the Midland Line and cultural value as a place of historic continuity. The upper Bealey River rail bridge has architectural and aesthetic value as a Public Works Department design and technological significance for its steel girder construction. The upper Bealey River rail bridge has contextual significance as a local feature, which is associated with the Otira Tunnel, Arthur's Pass Railway Station and former electric locomotive engine shed.					
H103 Otira Tunnel / Arthur's Pass Tunnel	Midland Line, Arthur's Pass National Park, Arthur's Pass	1908-23			





<p>Otira Tunnel has overall heritage significance to Arthur's Pass and to the district of Selwyn as a whole. The tunnel has historical and social significance for its association with the development of the Midland Line and the construction workers who built it and cultural significance as a place of community identity and esteem. Otira Tunnel has architectural and aesthetic value as a Public Works Department design and high technological significance for its length and concrete construction. Otira Tunnel has contextual significance as a regional landmark, which is associated with the Arthur's Pass Railway Station and former electric locomotive engine shed.</p>					
H104	Former Electric Locomotive Engine Shed	State Highway 73, Arthur's Pass	1922-23		
<p>The former electric locomotive engine shed has overall heritage significance to Arthur's Pass and to the district of Selwyn as a whole. The shed has historical and social significance for its association with the construction and operation of the Otira Tunnel and cultural value as a demonstration of the way of life of the railway workers who lived and worked in Arthur's Pass. The former electric locomotive engine shed has architectural and aesthetic value as a Public Works Department industrial design and high technological significance for its concrete block construction. The former electric locomotive engine shed has contextual significance as a local landmark, which is highly visible from SH 73 and is associated with the Arthur's Pass Railway Station and Otira Tunnel.</p>					
H105	'Bealey Spur Hut' / 'Top Hut', former Musterers' Hut	Bealey Spur Track, Arthur's Pass National Park	1925		
<p>Bealey Spur Hut has overall heritage significance to the district of Selwyn. The hut has historical and social significance for its association with the pastoral history of Selwyn district and cultural significance as a 'classic' DIY shepherds' hut. Bealey Spur Hut has architectural and aesthetic significance as an inter-war vernacular high-country hut and craftsmanship significance for the quality and authenticity of its construction. Bealey Spur Hut has contextual significance as a landmark historic feature for trampers within the Arthur's Pass National Park.</p>					
H106	'Urquhart's Hut', former Gold Prospector's Hut	Wilberforce Valley, Craigieburn Forest Park	1933		
<p>Urquhart's Hut has overall heritage significance to the district of Selwyn. The hut has historical and social significance for its association with the gold mining history of Selwyn district and cultural significance as a 'classic' DIY depression-era structure. Urquhart's Hut has architectural and aesthetic significance as a mid-20th century vernacular high-country hut and craftsmanship significance for the quality of its construction and detailing. Urquhart's Hut has contextual significance as a landmark for trampers within the high country of Selwyn district.</p>					



H107 'Aniwaniwa' Cottage	Punchbowl Road / West Coast Road, Arthur's Pass	1926			
<p>'Aniwaniwa' has overall heritage significance to Arthur's Pass and to the district of Selwyn as a whole. The cottage has historical and social significance for its association with the development of Arthur's Pass as a holiday destination in the 1920s and cultural significance as a place of historic continuity. 'Aniwaniwa' has architectural and aesthetic significance as a rustic bungalow designed by a Christchurch engineer and craftsmanship value for the quality of its construction and detailing. 'Aniwaniwa' has contextual significance as a local landmark, which can be seen from the Punchbowl Falls Walkway and is a distinctive member of a cluster of mid-century holiday homes in Arthur's Pass.</p>					
H108 'Grasmere' Homestead	Grasmere Road, Lake Pearson	c.1858 + / 1872 +			
<p>'Grasmere' has overall heritage significance to the environs of Cass and the Selwyn district as a whole. The homestead has historical significance for its association with the rural development of the district and its early residents, including Arthur and Sarah Hawdon. The homestead has cultural significance as a demonstration of the way of life of the families who have lived in it and architectural value as a vernacular colonial dwelling built and extended as needs changed. 'Grasmere' has technological and craftsmanship significance for its surviving mid-Victorian timber and stone construction and contextual value as a local historic feature within the context of a homestead precinct. The site of the homestead has potential archaeological significance given the development of the site from the late 1850s.</p>					
H109 'Castle Hill' Farmhouse / Manager's House	8639A West Coast Road, Castle Hill	c.1870?			
<p>The 'Castle Hill' farmhouse has overall heritage significance to the environs of Castle Hill and the Selwyn district as a whole. The cottage has historical significance for its association with the rural development of the district and the Enys brothers, who held the run between 1864 and 1891. The 'Castle Hill' farmhouse has cultural significance as a demonstration of the way of life of the families who have lived in it and architectural significance as a vernacular colonial dwelling that retains its authenticity. The 'Castle Hill' farmhouse has technological and craftsmanship significance for its Victorian stone construction and contextual value as a local historic feature within the context of a high-country station precinct. The site of the cottage has potential archaeological significance given its development from the 1860s.</p>					



H110 Arthur Dudley Dobson Memorial	14361 West Coast Road / SH 73, Arthur's Pass	1935-37			
The Arthur Dudley Dobson Memorial has overall heritage significance to Arthur's Pass and to the district of Selwyn as a whole. The memorial has historical and social significance for its association with Sir Arthur Dudley Dobson and the colonial development of the province. The Arthur Dudley Dobson Memorial has cultural significance given its commemorative purpose and architectural and aesthetic significance as a rustic obelisk designed by one of New Zealand's leading 20th century architects, Cecil Wood. The Arthur Dudley Dobson Memorial has technological and craftsmanship significance for the quality of its construction and detailing, which was overseen by leading civil engineer, RA Campbell. The Arthur Dudley Dobson Memorial has contextual significance as a much-photographed regional landmark.					
H111 Waimakariri Gorge Bridge [part]	Waimakariri Gorge Road, Sheffield	1876-77			
The Waimakariri Gorge bridge has overall heritage significance to the district of Sheffield and to Selwyn as a whole. The bridge has historical and social significance for its association with the development of the province's road and rail infrastructure and cultural value as a place of historic continuity. The Waimakariri Gorge bridge has architectural and aesthetic value for its mid-Victorian design and technological significance for its iron and concrete construction. The Waimakariri Gorge bridge has contextual significance as a local landmark that has often been photographed.					
H112 Lake Coleridge Power Station Powerhouse	89 Hummocks Road, Lake Coleridge	1911-14			
The Lake Coleridge Power Station powerhouse has overall heritage significance to Lake Coleridge and to the district of Selwyn as a whole. The powerhouse has considerable historic significance as the first major public hydro-electric scheme undertaken in New Zealand and cultural significance as a place of community identity and continuity. The Lake Coleridge Power Station powerhouse has architectural and aesthetic value as a classically-inspired Public Works Department design and high technological significance for its reinforced concrete construction. The Lake Coleridge Power Station powerhouse has contextual significance as a regional landmark, which is associated with the Lake Coleridge Village, as well as both Lake Coleridge itself and the Rakaia River.					




H113 'Lake House', Lake Coleridge Station Homestead	697 Homestead Road, Lake Coleridge	1864 + pre-1883 + post-1890	
The Lake Coleridge Station homestead has overall heritage significance to Lake Coleridge and the Selwyn district. The house has historical significance for its association with the pastoral development of the district and its early residents, especially the Murchison family. The Lake Coleridge Station homestead has cultural significance as a demonstration of the way of life of the families who have lived in it and architectural value as a vernacular dwelling built and extended as need required. The Lake Coleridge Station homestead has technological and craftsmanship significance for its Victorian earth and timber construction and contextual value as a local historic feature. The site of the homestead has potential archaeological significance given the development of the site since the mid-19th century.			
H114 Rakaia Gorge No. 1 Bridge	Rakaia Gorge Road, Windwhistle	1880-82	
<p>The Rakaia Gorge No. 1 Bridge has overall heritage significance to the district of Windwhistle and to Selwyn as a whole. The bridge has historical and social significance for its association with the development of the province's roading infrastructure and cultural significance as a place of historic continuity and engineering heritage value. The Rakaia Gorge No. 1 Bridge has architectural and aesthetic value for its distinctive late-Victorian design and high technological significance for its wrought iron and timber construction. The Rakaia Gorge No. 1 Bridge has contextual significance as a local landmark and its site has potential archaeological significance in view of the age of the structure.</p> <p>Landowner Feedback: Queried why the bridge is noted as part of landowners property</p>			
H115 'Snowdon' Station Homestead	580 Snowdon Road, Windwhistle	1928	
'Snowdon' homestead has overall heritage significance to the environs of the Lake Coleridge / Windwhistle area and Selwyn district as a whole. The dwelling has historic significance for its association with the Gerard family and cultural value as a demonstration of the way of life of its previous inhabitants. 'Snowdon' homestead has architectural significance as the work of Christchurch architect Roy Lovell-Smith and technological and craftsmanship significance for the quality of its timber construction and detailing.			




‘Snowdon’ homestead has contextual value within the context of the Snowdon estate and its site has potential archaeological significance in view of the development of the property since the mid-19th century.				
H116 ‘The Point’ Station Homestead	85 Point Road, Windwhistle	1866 + early 1880s?		
The Point Station homestead has overall heritage significance to the Windwhistle area and Selwyn district as a whole. The house has historical significance for its association with the pastoral development of the district and the Phillips/Richards family. The Point Station homestead has cultural significance as a demonstration of the way of life of multiple generations of a pioneering farming family and architectural value as a vernacular dwelling built and extended as need required. The Point Station homestead has technological and craftsmanship significance for its Victorian earth and timber construction and contextual value as a local historic feature. As the homestead pre-dates 1900 its site has potential archaeological significance relating to the pastoral and residential development of the property.				
H117 ‘Gunyah’ Homestead	720 Sleemans Road, Hororata	1912		
‘Gunyah’ homestead has overall heritage significance to the environs of Hororata and Selwyn district as a whole. The dwelling has historic significance for its association with the Hall/Gray family and cultural value as a demonstration of the way of life of its previous inhabitants. ‘Gunyah’ homestead has architectural significance as the work of Christchurch architectural partnership Clarkson and Ballantyne and technological and craftsmanship significance for the quality of its timber construction and detailing. ‘Gunyah’ homestead has contextual value within its garden setting and in relation to Sir John Hall’s Terrace Station (H127 & 128).				
H118 Glenroy War Memorial	921 Wairiri Road / SH 77, Glenroy	192?		
The Glenroy War Memorial has overall heritage significance to Glenroy and to the district of Selwyn as a whole. The memorial has historical and social significance for its association with the local men who died serving in World War I and World War II and cultural significance given its commemorative purpose. The Glenroy War Memorial has aesthetic value as a classical obelisk and craftsmanship significance for the quality of its construction and detailing. The Glenroy War Memorial has contextual significance as a local landmark on the Inland Scenic Route (SH 77).				




H119 former Homebush Colliery Stable	25 Philip Street, Glentunnel	mid-1870s?			
The former stable has overall heritage significance to Glentunnel and to the district of Selwyn as a whole. The building has historic and social significance for its association with the Homebush Coal Mine and its workers and cultural value as a place of community identity. The former stable has aesthetic value as a rustic 19th century agricultural building and technological significance for its brick construction. The former stable has contextual significance as a local landmark and potential archaeological significance in view of the building's age.					
H120 former Homebush Colliery Tunnel	Surveyor's Gully, Malvern Hills, Glentunnel	1873-74			
The former mine tunnel has overall heritage significance to Glentunnel and to the district of Selwyn as a whole. The tunnel has historic and social significance for its association with the Homebush Colliery and its workers and cultural significance as a place of community identity. The former mine tunnel has aesthetic value as a rustic 19th century industrial structure and technological significance for its brick construction and association with William Bray. The former mine tunnel has contextual significance as a local landmark and potential archaeological significance in view of the structure's age.					
H121 'Steventon' Homestead	550A Whitecliffs Road, Glentunnel	1855, 1866, c.1922/23			
'Steventon', the former home of Frederick Broome and Lady Barker, has overall heritage significance to Whitecliffs and the Selwyn district. The house has historical significance for its association with the rural development of the district and its early residents, especially FN Broome and Lady Barker. The homestead has cultural significance as a demonstration of the way of life of the families who have lived in it and architectural value as a vernacular dwelling built and extended as need required. 'Steventon' has technological and craftsmanship significance for its mid-Victorian timber and earth construction and contextual value as a local historic feature. The site of the homestead has potential archaeological significance given the development of the site from the 1850s.					
H122 former Homebush Colliery Explosives Magazine [?]	Surveyor's Gully, Malvern Hills, Glentunnel	1920s?			




The former explosives magazine has overall heritage significance to Glentunnel and to the district of Selwyn as a whole. The former magazine has historic and social significance for its association with the Homebush Colliery and its workers and cultural significance as a place of community identity. The former explosives magazine has aesthetic value as a small utilitarian industrial structure and technological significance for its brick construction. The former explosives magazine has contextual significance as a local feature and potential archaeological significance in view of the era of coal mining in the locale.					
H123 Hororata War Memorial	215 Hororata Road, Hororata	1920			
The Hororata War Memorial has overall heritage significance to Hororata and to the district of Selwyn as a whole. The memorial has historical and social significance for its association with the local men who died serving in World War I and World War II and cultural significance given its commemorative purpose. The Hororata War Memorial has aesthetic value as a classical obelisk and craftsmanship significance for the quality of its rustic construction using a local stone. The Hororata War Memorial has contextual significance as a local landmark and for its association with St John's Anglican Church.					
H124 Coton's Cottage [replica]	50 Cotons Road, Hororata	2012-13 (1864 / 1977-78)			
Coton's cottage has overall heritage significance to Hororata and to the district of Selwyn as a whole. The cottage has historical and social significance for its association with Bentley and Sarah Jane Coton and cultural significance as an example of the modest way of life early settlers experienced in the district, even into the 20th century. Coton's cottage has architectural and aesthetic value as a replica of a mid-Victorian vernacular dwelling and technological and craftsmanship significance for its cob construction. Coton's cottage has contextual significance as a local landmark and its site has potential archaeological significance in view of the age of the original dwelling.					
H125 former St John's Anglican Church / St John's Church Parish Hall	316 Scotts Road / 224 Hororata Road, Hororata	1875			
The former St John's Anglican Church has overall heritage significance to Hororata and the Selwyn district. The church has historic and social significance for its association with the development of Anglicanism in Canterbury and cultural and spiritual significance as a place of Christian worship and fellowship since 1875, albeit on two different sites. The former St John's Anglican Church has architectural significance as a colonial Gothic Revival style church designed by William Marley and technological and craftsmanship significance for its timber construction and detailing. The former St John's Anglican Church has contextual significance as a local landmark and for its relationship to St John's Anglican Church.					




H126				
St John's Anglican Church	225 Hororata Road, Hororata	1910-11		
St John's Anglican Church has overall heritage significance to Hororata and the Selwyn district. The church has historic and social significance for its association with Sir John and Lady Hall and the Anglican community of Hororata since 1875 and cultural and spiritual significance as a place of Christian worship and communion since 1911. St John's Anglican Church has architectural significance as the work of Cyril Mountfort and technological and craftsmanship significance for its stone masonry construction and detailing. St John's Anglican Church has contextual significance as a local landmark and its site has potential archaeological significance given the date at which colonial development commenced here.				
H127				
'Terrace Station' Homestead	750 Rockwood Road, Hororata	c.1853-54 / 1863-64 / 1867-68 / 1886-90 +		
'Terrace Station' homestead has overall heritage significance to the environs of Hororata and Selwyn district as a whole. The dwelling has considerable historic significance for its association with Sir John Hall, his family and their descendants and cultural value as a demonstration of the way of life of multiple generations of the same family. 'Terrace Station' homestead has architectural significance as a colonial vernacular dwelling and technological and craftsmanship significance for its timber construction and detailing. 'Terrace Station' homestead has contextual value within its garden setting and its site has potential archaeological significance given the building's development since the early 1850s.				
H128				
'Terrace Station' Woolshed	750 Rockwood Road, Hororata	1869		
The 'Terrace Station' woolshed has overall heritage significance to the environs of Hororata and to the district of Selwyn as a whole. The building has historic significance for its association with an early colonial sheep station and the Hall family and cultural value as a place of historic continuity. The 'Terrace Station' woolshed has architectural significance for its design by William Williamson and technological significance for its timber construction. The 'Terrace Station' woolshed has contextual value as a historic feature within its farm setting and its site has potential archaeological significance in view of the building's age.				




H130 'Homebush Station' Sheep Dip [remnant]	2142 Homebush Road, Coalgate	1870s?			
The 'Homebush Station' sheep dip has overall heritage significance to the environs of Coalgate and to the district of Selwyn as a whole. The structure has historic significance for its association with John Deans II, his family and descendants, and the 'Homebush' sheep station and cultural value as a demonstration of the working life of the farm. The 'Homebush Station' sheep dip has aesthetic value as the remains of a 19th century agricultural structure and technological significance for its brick and concrete construction. The 'Homebush Station' sheep dip has contextual value as a historic feature within its farm setting and its site has potential archaeological significance in view of the structure's age.					
H131 'Homebush Station' Pigsties	2142 Homebush Road, Coalgate	1870s?			
The 'Homebush Station' pigsties have overall heritage significance to the environs of Coalgate and to the district of Selwyn as a whole. The building has historic significance for its association with John Deans II, his family and descendants, and the 'Homebush' sheep station and cultural value as a demonstration of the working life of the farm. The 'Homebush Station' pigsties have aesthetic value as a Victorian agricultural structure and technological significance for their brick and concrete construction. The 'Homebush Station' pigsties have contextual significance as a historic feature within their farm setting and their site has potential archaeological significance in view of the structure's age.					
H132 'Homebush Station' former Laundry, Bakehouse & Dairy / 'Apple House'	2142 Homebush Road, Coalgate	1870s?			
The 'Homebush Station' former laundry, bakehouse & dairy and apple house has overall heritage significance to the environs of Coalgate and to the district of Selwyn as a whole. The structure has historic significance for its association with the Deans family and 'Homebush Station' and cultural value as a demonstration of the domestic life of the farm. The 'Homebush Station' 'Apple House' has architectural value as a purpose-built outbuilding converted for residential use and technological significance for its brick construction. The 'Homebush Station' 'Apple House' has contextual significance as a historic feature within its garden setting and potential archaeological significance in view of the development of the site since the 1850s.					





H133 'Homebush Station' Bridge	2142 Homebush Road, Coalgate	1870s? / 1911?	
The 'Homebush Station' bridge has overall heritage significance to the environs of Coalgate and to the district of Selwyn as a whole. The structure has historic significance for its association with the Deans family and cultural value as a HNZPT listed heritage item. The 'Homebush Station' bridge has architectural significance as a potential Collins and Harman design and technological and craftsmanship significance for its brick construction. The 'Homebush Station' bridge has contextual value as a historic feature within its farm setting and its site has potential archaeological significance in view of the property's colonial history.			
H134 'Homebush Station' former Shearers'/Swaggers' Whare	2142 Homebush Road, Coalgate	1911?	
The 'Homebush Station' former shearers'/swaggers' whare has overall heritage significance to the environs of Coalgate and to the district of Selwyn as a whole. The building has historic significance for its association with the Deans family and the 'Homebush' sheep station and cultural value as a demonstration of the way of life of the station's workers. The 'Homebush Station' former shearers'/swaggers' whare has architectural significance as a residential farm building that may have been designed by noted Christchurch architects Collins and Harman and technological significance for its brick construction and detailing. The 'Homebush Station' former shearers'/swaggers' whare has contextual value as a historic feature, particularly in relation to the Homebush woolshed, and its site has potential archaeological significance in view of the property's colonial history.			
H136 / H137 [combined] 'Homebush Station' Stable, Water Tower, Turbine & Grain Processing Store	2142 Homebush Road, Coalgate	c.1875 [stable], c.1879- 80 [turbine and water tower], c.1881-2 [grain store]	
The 'Homebush Station' stable, water tower, turbine & grain processing store have overall heritage significance to the environs of Coalgate and to the district of Selwyn as a whole. The structures have historic significance for their association with James McIlraith, the Deans family, and 'Homebush Station' and cultural value as a demonstration of the working life of the farm. The 'Homebush Station' stable, water tower, turbine & grain processing store have architectural significance as a picturesque cluster of 19th century farm buildings and technological significance for their brick construction and Victorian turbine technology. The 'Homebush Station' stable, water tower, turbine & grain processing store have contextual significance as defining historic features within Homebush and the cluster's site has potential archaeological significance in view of the structures' age.			




H138 'Homebush Station' Woolshed	2142 Homebush Road, Coalgate	1878-79	
The 'Homebush Station' woolshed has overall heritage significance to the environs of Coalgate and to the district of Selwyn as a whole. The building has historic significance for its association with John Deans II, his family and descendants, and the 'Homebush' sheep station and cultural value as a place of historic continuity. The 'Homebush Station' woolshed has architectural significance as a 19th century agricultural building designed by William Marley and technological significance for its brick construction and detailing by Thomas Lamport. The 'Homebush Station' woolshed has contextual value as a local landmark and its site has potential archaeological significance in view of the building's age.			
H139 'Haldon Station' Woolshed	[49] Haldon Road, Hororata	c.1870?	
The 'Haldon Station' woolshed has overall heritage significance to the environs of Hororata and to the district of Selwyn as a whole. The building has historic significance for its association with Alexander McIlraith and the 'Haldon' sheep station and cultural value as a place of historic continuity. The 'Haldon Station' woolshed has aesthetic value as a 19th century agricultural building and technological significance for its brick construction. The 'Haldon Station' woolshed has contextual value as a local historic feature and its site has potential archaeological significance in view of the building's age.			
H140 'Bangor', former Holmes Homestead	509 Bangor Road, Darfield	mid/late-1870s/1880s?	
'Bangor', the former Holmes homestead, has overall heritage significance to the environs of Darfield and the Selwyn district. The homestead has historic significance for its association with the Holmes and Hutton families and cultural value as a demonstration of the way of life of its former residents. The former Holmes homestead has architectural significance for its Victorian villa styling and technological and craftsmanship value for its original fabric and detailing. The former Holmes homestead has contextual value as an historic feature within its garden setting and its site has potential archaeological significance given the age of the building.			




<p>H141</p> <p>former White's Accommodation House / former White's Courtenay Hotel</p>	<p>2195 Old West Coast Road, Courtenay</p>	<p>c.1860</p>	
<p>The former White's Courtenay Hotel has overall heritage significance to Courtenay and to the district of Selwyn. The former hotel has historical significance for its association with Charles and Mary Ann White and the early development of the district and cultural value as a reminder of Courtenay's early settlement. The former White's Courtenay Hotel has architectural significance as a mid-19th century hotel and accommodation house and craftsmanship value for the quality of its construction and detailing. The former White's Courtenay Hotel has contextual significance as a local landmark and the site has potential archaeological significance in view of the age of the building.</p>			
<p>H142</p> <p>Colonel Brett Memorial</p>	<p>2477 West Coast Road / SH 73, Kirwee</p>	<p>1929</p>	
<p>The Colonel Brett Memorial has overall heritage significance to Kirwee and to the district of Selwyn as a whole. The memorial has historical significance for its association with Colonel De Renzie Brett and the development of the district's water race irrigation scheme, and cultural significance given its commemorative purpose. The Colonel Brett Memorial has aesthetic significance for its design by a local resident and craftsmanship value for its concrete construction and detailing. The Colonel Brett Memorial has contextual significance as a local landmark, which is well known to residents and travellers through Kirwee.</p>			
<p>H143</p> <p>former Racecourse Hill Railway Station Long Drop Toilet and Urinal</p>	<p>West Coast Road / SH 73, Racecourse Hill, Darfield</p>	<p>Unknown, pre-1950</p>	
<p>The former Racecourse Hill Railway Station long drop toilet has overall heritage significance to the district of Selwyn. The long drop has historical and social significance for its association with the development of the Midland Railway line and cultural value as a 'classic' New Zealand dunny. The former Racecourse Hill Railway Station long drop toilet has aesthetic value as a vernacular toilet and craftsmanship value for the nature and authenticity of its construction. The former Racecourse Hill Railway Station long drop toilet has contextual significance as a historic feature at Racecourse Hill, serving as a reminder of the 99-year old station that once shared this site.</p>			




H145 'Morven', Deans Homestead	533 Deans Road, Waddington / Sheffield	1914	
'Morven', the Deans homestead, has overall heritage significance to the Malvern Hills and the Selwyn district. The house has historical significance for its association with the third and subsequent generations of the Deans family and cultural value as a demonstration of the way of life of the multi-generation family who has lived in it. 'Morven' has architectural significance as the design of JS Guthrie and technological and craftsmanship significance for its brick construction and detailing. The homestead has contextual value as a local historic feature and in relation to a cluster of Deans family homestead in the area. The site of the homestead has potential archaeological significance given its development since the 1850s.			
H146 'Waireka', former Cardale / Broughton homestead	308 Waireka Road, Darfield	c.1872/73?	
'Waireka' has overall heritage significance to the environs of Darfield and the Selwyn district. The dwelling has historic significance for its association with the Cardale and Broughton families and the development of pastoral farming in the area. 'Waireka' has cultural value as a demonstration of the way of life of the farming families who have lived in it and architectural significance as a well-preserved mid-Victorian farmhouse. 'Waireka' has technological and craftsmanship value for its mid-Victorian fabric and detailing and contextual value as an historic feature within its immediate setting. Its site has potential archaeological significance given the age of the building.			
H147 'Racecourse Hill' Homestead	3979 West Coast Road, Darfield	1912	
'Racecourse Hill' homestead has overall heritage significance to the environs of Darfield and the Selwyn district. The dwelling has historic and social significance for its association with Harry Knight and his family and cultural value as a demonstration of the way of life of its early inhabitants. 'Racecourse Hill' homestead has architectural significance as the work of notable Christchurch architect Cecil Wood and technological and craftsmanship significance for its brick construction and timber detailing. 'Racecourse Hill' homestead has contextual value within the context of the Racecourse Hill estate and its site has potential archaeological significance in view of the development of the property since the mid-19th century.			




H148 'The Oaks', former 'Racecourse Hill' Homestead & Morrison Farmhouse	2171 Clintons Road / 3875 West Coast Road, Darfield	mid-1850s?			
<p>'The Oaks' has overall heritage significance to the environs of Darfield and the Selwyn district. The dwelling has historic and social significance for its association with the 'Racecourse Hill' station and, later, the Morrison family and cultural value as a demonstration of the way of life of its early inhabitants. 'The Oaks' has architectural significance as a colonial homestead and technological and craftsmanship value for its timber construction and detailing. 'The Oaks' has contextual value as a local landmark and for its relationship to the second 'Racecourse Hill' homestead (H147). The building's site has some potential archaeological significance in view of the development of the sheep station since the mid-19th century.</p>					
H150 Kowai Bush War Memorial	Kowai Road, Kowai Bush	1919-20			
<p>The Kowai Bush War Memorial has overall heritage significance to Kowai Bush and to the district of Selwyn as a whole. The memorial has historical and social significance for its association with the local men who died serving in World War I and World War II and cultural significance given its commemorative purpose. The Kowai Bush War Memorial has aesthetic significance for its distinctive ornamental column and figurative sculpture typology and craftsmanship significance for the quality of its carving using a regional stone. The Kowai Bush War Memorial has contextual significance as a local landmark and for its association with the former site of the Kowai Bush School.</p>					
H151 former Russell's Flat School Building	Pig Saddle Road, Malvern Hills	1874			
<p>The former Russell's Flat School has overall heritage significance to the Malvern Hills and to the district of Selwyn. The former school has historical significance for its association with the educational history of the district and cultural value as a place of community identity. The former Russell's Flat School has architectural value as a 19th century vernacular educational building and craftsmanship value for the quality of its construction and detailing. The former Russell's Flat School has contextual significance as a local landmark and the site has potential archaeological significance in view of the age of the school.</p>					




H201 'Burnham Grange' Sod Cottage	177 Grange Road, Burnham	1870/1871			
<p>'Burnham Grange' sod cottage has overall heritage significance to Burnham and to the district of Selwyn as a whole. The cottage has historical and social significance for its association with William and Margaret Cross and cultural significance as an example of the modest way of life early settlers experienced in the district, even into the early 20th century. 'Burnham Grange' sod cottage has architectural and aesthetic value as a mid-Victorian vernacular dwelling and high technological and craftsmanship significance for the nature and authenticity of its construction. 'Burnham Grange' sod cottage has contextual value within its immediate setting and its site has potential archaeological significance in view of the age of the dwelling.</p>					
H202 former Burnham Industrial School Detention Home / Burnham Camp Regimental History Centre	D24, Powles Road, Burnham Camp, Burnham	1908-9			
<p>The former Burnham Industrial School Detention Home has overall heritage significance to Burnham and to the district of Selwyn. The former Detention Home has historical significance for its association with the Burnham Industrial School and cultural value as a place of community identity and historic continuity. The former Burnham Industrial School Detention Home has architectural significance as an Edwardian institutional building and craftsmanship significance for the quality of its brick construction, which was largely undertaken by the school's inmates. The former Burnham Industrial School Detention Home has contextual significance as a historic feature within Burnham Camp and its site has potential archaeological significance in view of its development since the 1870s.</p>					
H203 former Burnham Industrial School schoolroom / former Burnham Camp Post Office / Burnham Camp Police Station	Burnham Camp, cnr Queens Drive & Bell Road, Burnham	1880			
<p>The former Burnham Industrial School schoolroom has overall heritage significance to Burnham and to the district of Selwyn. The former schoolroom has historical significance for its association with the Burnham Industrial School and cultural value as a place of community identity and historic continuity. The former Burnham Industrial School schoolroom has architectural significance as a vernacular educational building and craftsmanship value for the quality of its construction, which may have been undertaken by the school's inmates. The former Burnham Industrial School schoolroom has contextual value as a local feature within Burnham Camp and the site has potential archaeological significance in view of the age of the building.</p>					
H204 All Saints' Anglican Church / All Saints' Garrison Church	Burnham Camp, 1 White Road, Burnham	1864			




<p>All Saints' Garrison Church has overall heritage significance to Burnham and the Selwyn district. The church has historic and social significance for its historic association with the development of Anglicanism in Canterbury and both the Burnham Industrial School and Military Camp. All Saints' Garrison Church has cultural and spiritual significance as a place of Christian worship and communion since 1864, albeit on two different sites, and architectural significance as a colonial Gothic Revival style church designed by its first vicar. All Saints' Garrison Church has technological and craftsmanship value for its timber construction and detailing and contextual significance as a landmark within Burnham Military Camp.</p>				
<p>H206</p> <p>Transit of Venus Instrument Piers</p>	<p>Transit of Venus Historic Reserve, Burnham Camp, Burdons Road, Burnham</p>	<p>1874</p>		
<p>The transit of Venus instrument piers have overall heritage significance to Burnham and to the district of Selwyn as a whole. The piers have considerable historical significance for their association with the international effort to observe the transit of Venus in 1874 and 1882 and cultural value for the esteem in which they are held by the astronomical community. The transit of Venus instrument piers have aesthetic and craftsmanship value for their fit for purpose design and construction. The transit of Venus instrument piers have contextual value as a local feature within the Burnham Camp.</p>				
<p>H208</p> <p>former Trent's Chicory Mill</p>	<p>150 Trenchs Road, Templeton</p>	<p>1873-74</p>		
<p>The former chicory mill has architectural and aesthetic significance as a mid-Victorian industrial building. It seems likely it was designed and/or built by JSM Jacobsen, who was responsible for the design of Edwin Trent's homestead 'Clifton Grange' in 1874 and may have met Trent when both men lived in Nelson. Jacobsen (known as Isaac, 1823-1906) was born in Germany and settled in Nelson soon after he arrived in New Zealand in 1843. He was a building contractor in the settlement until 1870, at which time he relocated to Lyttelton in the wake of a disastrous fire that destroyed much of the town centre. In Lyttelton and Christchurch Jacobsen practised as an architect. He later returned to Nelson, where he died in 1906.</p>				
<p>H209</p> <p>St Paul's Anglican Church</p>	<p>614 West Melton Road / 705 Weedons Ross Road, West Melton</p>	<p>1884</p>		
<p>St Paul's Anglican Church has overall heritage significance to West Melton and the Selwyn district. The church has historic and social significance for its historic association with the Anglican community of West Melton. St Paul's Anglican Church has cultural and spiritual significance as a place of Christian worship and communion since 1884. St Paul's Anglican Church has architectural significance as the work of preeminent Canterbury architect BW Mountfort and technological and craftsmanship value for its timber construction and detailing. St Paul's Anglican Church has contextual significance as a local landmark and its site has potential archaeological significance given the age of the building and its church yard.</p>				





H301 former Broadfield School / Broadfield Community Centre	562 Robinsons Road, Broadfield	1870 +			
The former Broadfield School has overall heritage significance to Broadfield and to the district of Selwyn. The former school has historical significance for its association with the educational history of the district and cultural significance as a place of community identity and historic continuity. The former Broadfield School has architectural value as a vernacular educational building, extended to the design of Everard Farr, and craftsmanship value for the quality of its construction and detailing. The former Broadfield School has contextual significance as a local landmark and the site has potential archaeological significance in view of the age of the school.					
H302 former Wheatsheaf Hotel	890 Shands Road, Prebbleton	1865			
The former Wheatsheaf Hotel has overall heritage significance to Broadfield, Prebbleton and to the district of Selwyn. The former hotel has historical significance for its association with John Shand and the early development of the district and cultural value as a reminder of Prebbleton's early settlement. The former Wheatsheaf Hotel has architectural significance as a mid-19th century hotel and accommodation house and craftsmanship value for the quality of its construction and detailing. The former Wheatsheaf Hotel has contextual value as a notable building and the site has potential archaeological significance in view of the age of the building.					
H303 Springston South Soldiers' Memorial Hall	433 Days Road, Springston South	1921			
Springston South Soldiers' Memorial Hall has overall heritage significance to Springston South and to the district of Selwyn as a whole. The building has historical and social significance for its association with the development of Springston South and the community's support for a functional World War I memorial. Springston South Soldiers' Memorial Hall has cultural significance given its commemorative purpose and architectural value as a vernacular inter-war building. Springston South Soldiers' Memorial Hall has technological and craftsmanship value for the quality of its construction and detailing and contextual significance as a local landmark.					




H304 'Knocklynn' Homestead	381 Old Tai Tapu Road, Tai Tapu	1902	
<p>'Knocklynn' homestead has overall heritage significance to Tai Tapu and the Selwyn district. The house has historical significance for its association with GG Holmes and the rural development of the district and cultural value as a demonstration of the way of life of the families who have lived in it. 'Knocklynn' has architectural significance as the work of leading Christchurch architects Collins and Harman and technological and craftsmanship significance for its Edwardian brick construction and detailing. 'Knocklynn' has contextual value within its immediate setting and its site has potential archaeological significance given the pre-1900 development that occurred here.</p>			
H305 former Shakespeare's Accommodation House / former Ellesmere Arms Hotel / Tai Tapu Hotel	780 Old Tai Tapu Road, Tai Tapu	c.1862 +	
<p>The former Ellesmere Arms Hotel has overall heritage significance to Tai Tapu and to the district of Selwyn. The hotel has historical and social significance for its association with its former patrons and publicans, especially John MacKenzie, and the early development of the district. The former Ellesmere Arms Hotel has cultural significance as a place of community identity and architectural significance as a mid-19th century hotel and accommodation house, with additions by two notable Christchurch architects. The former Ellesmere Arms Hotel has craftsmanship value for the quality of its construction and detailing and contextual significance as a local landmark. The site of the former Ellesmere Arms Hotel has potential archaeological significance in view of the age of the building.</p>			
H306 Rhodes Park Memorial Gates	722 Old tai Tapu Road, Tai Tapu	1932-33	
<p>The Rhodes Park Memorial Gates have overall heritage significance to Tai Tapu and to the district of Selwyn as a whole. The memorial has historical and social significance for its association with the local people who died serving in the South African War, World War I and World War II and cultural significance given its commemorative purpose. The Rhodes Park Memorial Gates have architectural and aesthetic significance for their classical triumphal arch design and craftsmanship significance for the quality of the construction by Silvester & Co. The Rhodes Park Memorial Gates have contextual significance as a local landmark in close proximity to the Halswell River and the entry to Rhodes Park.</p>			




H307 former 'Hill View' Stable	766 Christchurch Akaroa Road / SH 75, Tai Tapu	late 1870s?			
The former stable has overall heritage significance to Tai Tapu and to the district of Selwyn as a whole. The building has historic significance for its association with the Herrick family and the agricultural development of the area and cultural value as a demonstration of the way of life of 19th century farmers and their staff. The former stable has aesthetic value as a rustic 19th century agricultural building and technological value for its timber construction. The former stable has contextual value as a local historic feature and potential archaeological significance in view of the building's age.					
H308 'Gray Cliffe' Farmhouse	208 Otahuna Road, Tai Tapu	1870s?			
'Gray Cliffe' farmhouse has overall heritage significance to Tai Tapu and the Selwyn district. The house has historical significance for its association with Henry Gray and the rural development of the district and cultural value as a demonstration of the way of life of the families who have lived in it. 'Gray Cliffe' has architectural significance as a colonial vernacular farmhouse and technological and craftsmanship value for its timber construction and detailing. 'Gray Cliffe' has contextual value within its immediate setting and its site has potential archaeological significance given the age of the house.					
H309 'Otahuna' former Game House	224 Rhodes Road, Tai Tapu	c.1900?			
The 'Otahuna' former game house has overall heritage significance to the environs of Tai Tapu and the Selwyn district. The building has historic significance for its association with Sir Heaton and Lady Rhodes and cultural value as a demonstration of the way of life of the Rhodes family and their staff from 1895 until 1956. The 'Otahuna' former game house has architectural value as a purpose-built outbuilding and technological and craftsmanship significance for its brick and tile construction. The 'Otahuna' former game house has contextual significance as a historic feature within its setting and its site has potential archaeological significance given the pre-1900 development that occurred here.					



H310 'Otahuna' former Stable, Hay Barn and Melon Shed [expanded listing]	224 Rhodes Road, Tai Tapu	c.1895	
The 'Otahuna' former stable, hay barn and melon shed has overall heritage significance to the environs of Tai Tapu and the Selwyn district. The building has historic significance for its association with Sir Heaton and Lady Rhodes and cultural value as a demonstration of the way of life of the Rhodes family and their staff from 1895 until 1956. The 'Otahuna' former stable, hay barn and melon shed has architectural significance as the work of Christchurch architects Strouts and Ballantyne and technological and craftsmanship significance for its construction and detailing. The 'Otahuna' former stable, hay barn and melon shed has contextual significance as a defining historic feature within its setting and its site has potential archaeological significance given the pre-1900 development that occurred here.			
H311 'Otahuna' former Vegetable Shed	224 Rhodes Road, Tai Tapu	c.1910?	
The 'Otahuna' former vegetable shed has overall heritage significance to the environs of Tai Tapu and the Selwyn district. The building has historic significance for its association with Sir Heaton and Lady Rhodes and cultural value as a demonstration of the way of life of the Rhodes family and their staff from 1895 until 1956. The 'Otahuna' former vegetable shed has architectural value as a purpose-built horticultural building and technological and craftsmanship significance for its brick and stone construction. The 'Otahuna' former vegetable shed has contextual significance as a historic feature within its setting and its site has potential archaeological significance given the pre-1900 development that occurred here.			
H312 'Otahuna' Apple House	224 Rhodes Road, Tai Tapu	c.1910?	
The 'Otahuna' apple house has overall heritage significance to the environs of Tai Tapu and the Selwyn district. The building has historic significance for its association with Sir Heaton and Lady Rhodes and cultural value as a demonstration of the way of life of the Rhodes family and their staff from 1895 until 1956. The 'Otahuna' apple house has architectural value as a purpose-built horticultural building and technological and craftsmanship significance for its brick construction. The 'Otahuna' apple house has contextual significance as a historic feature within its setting and its site has potential archaeological significance given the pre-1900 development that occurred here.			




H313 former 'Otahuna' Entrance Lodge	140 Rhodes Road, Tai Tapu	1897			
The former 'Otahuna' entrance lodge has overall heritage significance to the environs of Tai Tapu and the Selwyn district. The dwelling has historic significance for its association with Sir Heaton and Lady Rhodes and their staff and cultural significance as a demonstration of the way of life of those who worked on a major Canterbury rural estate during the first half of the 20th century. The former 'Otahuna' entrance lodge has architectural significance as the work of leading Christchurch architects Strouts and Ballantyne and technological and craftsmanship significance for its late Victorian timber construction and detailing. The former 'Otahuna' entrance lodge has contextual significance as a local historic feature and its site has potential archaeological significance given the pre-1900 development that occurred here.					
H314 'Otahuna' Homestead	224 Rhodes Road, Tai Tapu	1894-95			
'Otahuna' homestead has overall heritage significance to the environs of Tai Tapu and the Selwyn district. The house has historical significance for its association with Sir Heaton and Lady Rhodes and cultural significance as a demonstration of the way of life of the Rhodes family from 1895 until 1956. 'Otahuna' has considerable architectural significance as the work of leading Christchurch architects Strouts and Ballantyne and technological and craftsmanship significance for its late Victorian timber construction and detailing. 'Otahuna' has contextual significance as a local landmark and its site has potential archaeological significance given the pre-1900 development that occurred here.					
H315 Rhodes Spring Fountain	Summit Road, Cooper's Knob, Port Hills	1914			
The Rhodes Spring Fountain has overall heritage significance to the district of Selwyn. The fountain has historical and social significance for its association with Sir Robert Heaton Rhodes and the development of the Summit Road and cultural significance given its location and recreational purpose. The Rhodes Spring Fountain has architectural and aesthetic significance as a rustic drinking fountain designed by Christchurch architect JJ Collins and technological and craftsmanship value for the quality of its stone construction. The Rhodes Spring Fountain has contextual significance as a local landmark in association with the rest houses that are very well-known features along the Summit Road.					




H316 Greenpark Memorial Park Gates	156 Greenpark Road, Lincoln	Late 1940s?			
The Greenpark Memorial Park Gates have overall heritage significance to Greenpark and to the district of Selwyn as a whole. The memorial has historical and social significance for its association with the local people who died serving in World War II and cultural significance given its commemorative purpose. The Greenpark Memorial Park Gates have aesthetic value for their design and contextual value as a local feature that provides access to the community centre and sports fields.					
H318 Greenpark War Memorial	155 Greenpark Road, Lincoln	1922			
The Greenpark War Memorial has overall heritage significance to Greenpark and to the district of Selwyn as a whole. The memorial has historical and social significance for its association with the local men who died serving in World War I and cultural significance given its commemorative purpose. The Greenpark War Memorial has aesthetic value as a classical obelisk and craftsmanship significance for the quality of its construction and detailing. The Greenpark War Memorial has contextual significance as a local landmark and marker of the community hub.					
H401 Osborne Park Coronation Memorial Gates	487/489 Drain Road, Doyleston	1911			
The Osborne Park Coronation Memorial Gates have overall heritage significance to Doyleston and to the district of Selwyn as a whole. The gates have historical and social significance, for their association with Job Osborne and the development of the recreation grounds named in his honour, and cultural significance given their commemorative purpose. The Osborne Park Coronation Memorial Gates have aesthetic value for their design and craftsmanship value for their metal construction and detailing. The Osborne Park Coronation Memorial Gates have contextual significance as a local streetscape feature that provides access to Doyleston's recreation grounds.					
H402 former Parris Cottage	1880 Selwyn Lake Road, Selwyn, Dunsandel	Late-1860s?			




<p>The former Parris cottage has overall heritage significance to Selwyn township and to the district of Selwyn. The cottage has historical and social significance for its association with the Parris family and the early settlement history of the district. The former Parris cottage has cultural value as a reminder of the way of life of a Selwyn labourer and his family and architectural significance as a well-preserved mid-Victorian cottage. The cottage has craftsmanship value for the authenticity and quality of its construction and detailing and contextual significance for its contribution to the historic character of the Selwyn settlement. The site of the cottage has potential archaeological significance in view of the age of the dwelling.</p>				
<p>H404</p> <p>Bankside Aviation Reserve Fuel Depot (AR16)</p>	<p>Breadings Road, Bankside</p>	<p>1942</p>		
<p>The Bankside Aviation Reserve Fuel Depot (AR16) has overall heritage significance to Bankside and to the district of Selwyn as a whole. The depot's surviving structures have historical and social significance for their association with World War II military works and cultural significance for the esteem in which they are held. The Bankside Fuel Depot has aesthetic value as a monumental brick structure and technological and craftsmanship significance for the quality of its construction and structural integrity. The Bankside Fuel Depot has contextual significance as a local landmark and archaeological value as a World War II military location.</p>				
<p>H405</p> <p>'Oakleigh' Homestead</p>	<p>115 Main Rakaia Road, Southbridge</p>	<p>1873</p>		
<p>'Oakleigh' has overall heritage significance to the environs of Southbridge and the Selwyn district. The homestead has historic significance for its association with Charles Hurst and cultural value as a demonstration of the way of life of the farming families who have lived in it. 'Oakleigh' has architectural significance as the work of notable colonial architect Samuel Farr and technological and craftsmanship value for its surviving mid-Victorian fabric and careful modern restoration. 'Oakleigh' has contextual significance as an historic feature within its immediate setting and its site has potential archaeological significance given the age of the building.</p>				
<p>H406</p> <p>'Killinchy House'</p>	<p>375 Southbridge Dunsandel Road, Leeston</p>	<p>1876</p>		
<p>'Killinchy House' has overall heritage significance to the environs of Leeston and the Selwyn district. The homestead has historic significance for its association with William and Mary Nixon and cultural value as a demonstration of the way of life of the farming families who have lived in it. 'Killinchy House' has architectural significance for its Italianate villa styling and technological and craftsmanship value for its mid-Victorian fabric and detailing. 'Killinchy House' has contextual significance as an historic feature within its immediate setting and its site has potential archaeological significance given the age of the building.</p>				




H407 Lemon Homestead	955 Drain Road, Leeston	1881			
The Lemon homestead has overall heritage significance to the environs of Leeston and the Selwyn district. The homestead has historic significance for its association with Samuel and Martha Lemon and their descendants and cultural value as a demonstration of the way of life of the generations of Lemons who have lived in it. The Lemon homestead has architectural significance for its Italianate villa styling by Peter martin who designed a number of other homesteads in Ellesmere. The homestead has technological and craftsmanship value for its late-Victorian fabric and detailing and contextual significance as an historic feature within its rural setting. The site of the Lemon homestead has potential archaeological significance given the age of the building.					
H408 former Moule Farmhouse ('Willowleigh' or 'Willow Lea')	57 Old Bridge Road, Leeston	early 1870s			
The Moule farmhouse has overall heritage significance to the environs of the Selwyn River and the Selwyn district. The dwelling has historic significance for its association with Stephen Moule and cultural value as a demonstration of the way of life of the farming families who have lived in it. The Moule farmhouse has architectural significance as the likely design of owner/occupier Stephen Moule and technological and craftsmanship value for its mid-Victorian fabric and detailing. The Moule farmhouse has contextual significance as an historic feature within its immediate setting and its site has potential archaeological significance given the age of the building.					
H409 'Waipuna' Homestead	285 Lake Road South, Leeston	c.1887?			
'Waipuna' homestead has overall heritage significance to the Leeston area and to the district of Selwyn. The homestead has historical significance for its association with the Overton, Wright and Stephens families and cultural value as a demonstration of the way of life of the farming families who have lived in it. 'Waipuna' homestead has architectural significance as a late Victorian bay villa, perhaps designed by TS Lambert, and craftsmanship value for the quality of its construction and detailing. 'Waipuna' homestead has contextual significance within its immediate setting, which has potential archaeological significance in view of the age of the dwelling.					

H410 Mill House	78 Brookside and Burnham Road, Brookside	c.1872			
The Mill House has overall heritage significance to Brookside and to the district of Selwyn. The cottage has historical significance for its association with the millers and their families who lived in it and cultural value as a reminder of Brookside's industrial past. The Mill House has architectural significance as an early 1870s vernacular dwelling and craftsmanship value for the quality of its construction and detailing. The Mill House has contextual significance in relation to the Irwell River and its site has potential archaeological significance in view of the building's age.					
H411 St Luke's Anglican Church	73-75 Brookside and Burnham Road, Brookside	1880			
St Luke's Anglican Church has overall heritage significance to Brookside and the Selwyn district. The church has historic and social significance for its association with the Anglican community of Brookside. St Luke's Anglican Church has cultural and spiritual significance as a place of Christian worship and communion since 1880 and for the memorials housed within it. St Luke's Anglican Church has architectural significance as the work of preeminent Canterbury architect BW Mountfort and technological and craftsmanship value for its timber construction and detailing. St Luke's Anglican Church has contextual significance as a local landmark and its site has potential archaeological significance given the age of the building and its church yard.					
H412 'Thornycroft', former Brooks Homestead	14 Brookside and Burnham Road, Brookside	c.1870			
'Thornycroft', the former Brooks farmhouse, has overall heritage significance to Brookside and the Selwyn district. The house has historic and social significance for its century-long association with the Brooks family and cultural significance as a demonstration of the way of life of one of Ellesmere's early farming families. 'Thornycroft' has architectural significance as an example of the Domestic Gothic Revival style and technological and craftsmanship value for its mid-Victorian timber construction and detailing. 'Thornycroft' has contextual value as a historic feature within its immediate setting and its site has potential archaeological significance given the age of the house.					

H413 'Middlerigg', former Boag Homestead	56 Watsons Road, Brookside	1883			
<p>'Middlerigg', the former Boag homestead, has overall heritage significance to Brookside and the Selwyn district. The house has historic and social significance for its association with two generations of Boags and cultural significance as a demonstration of the way of life of one of Ellesmere's early farming families. 'Middlerigg' has architectural significance as an example of the Italianate villa style and technological and craftsmanship value for its late-Victorian timber construction and detailing. 'Middlerigg' has contextual value as a historic feature within its immediate setting and its site has potential archaeological significance given the age of the house.</p>					
H414 'Brucecoe Lodge', former Coe Homestead	146 The Lake Road, Irwell	1866 + 1877			
<p>'Brucecoe Lodge' has overall heritage significance to Irwell and to the district of Selwyn as a whole. The homestead has historic and social significance for its association with the Coe family and the development of a large freehold Ellesmere farm. 'Brucecoe Lodge' has cultural value as a demonstration of the way of life experienced on a colonial farm and architectural significance as the design of Samuel Farr and Cornelius Cuff. 'Brucecoe Lodge' has technological and craftsmanship significance for its mid-Victorian timber construction and contextual significance within its setting and in relation to the 'Brucecoe Lodge' stable (H415). The site of the 'Brucecoe Lodge' homestead and stable has potential archaeological significance in view of the colonial development of the property.</p>					
H415 former 'Brucecoe Lodge' Stable	146 The Lake Road, Irwell	mid/late 1860s?			
<p>The former 'Brucecoe Lodge' stable has overall heritage significance to Irwell and to the district of Selwyn as a whole. The building has historic and social significance for its association with the Coe family and the development of a large freehold Ellesmere farm. The 'Brucecoe Lodge' stable has cultural value as a demonstration of the way of life experienced on a colonial farm and architectural significance as a distinctive 19th century agricultural building that may have been designed by noted Canterbury architect Samuel Farr. The 'Brucecoe Lodge' stable has technological significance for its timber and iron construction and contextual significance within its setting and in relation to the 'Brucecoe Lodge' homestead (H414). The site of the 'Brucecoe Lodge' stable and homestead has potential archaeological significance in view of the colonial development of the property.</p>					

H416 Mill House	1128 Leeston Road, Irwell	c.1871?			
The Mill House has overall heritage significance to Irwell and to the district of Selwyn. The house has historical significance for its association with the millers and their families who lived in it and cultural value as a reminder of Irwell's industrial past. The Mill House has architectural significance as a c.1871 dwelling with Italianate influences and craftsmanship value for the quality of its construction and detailing. The Mill House has contextual significance in relation to the Irwell River and its site has potential archaeological significance in view of the building's age.					
H419 'Strathlachlan', McLachlan Homestead	329 Drain Road, Doyleston, Leeston	1882			
'Strathlachlan', the McLachlan/Gill homestead, has overall heritage significance to Doyleston and the Selwyn district. The house has historic and social significance for its association with four generations of McLachlans and cultural significance as a demonstration of the way of life of one of Ellesmere's early farming families. 'Strathlachlan' has architectural significance as an example of the Italianate villa style and high technological and craftsmanship significance for its late-Victorian brick construction and plaster detailing. 'Strathlachlan' has contextual value as a historic feature within its immediate setting and its site has potential archaeological significance given the age of the house.					
H420 'Meadowbank' Homestead	785 Leeston Road, Irwell	1891			
'Meadowbank' homestead has overall heritage significance to Irwell and the Selwyn district. The house has historical significance for its association with GE Rhodes and his family and the rural development of the district and cultural value as a demonstration of the way of life of the families who have lived in it. 'Meadowbank' has architectural significance as the work of leading Christchurch architects Collins and Harman and technological and craftsmanship significance for its late Victorian timber construction and detailing. 'Meadowbank' has contextual value within its immediate setting and its site has potential archaeological significance given the pre-1900 development that occurred here.					

H423 'Blackwater', former McEvedy Farmhouse	74 McEvedys Road, Lakeside, Southbridge	1882	
<p>'Blackwater', the former McEvedy farmhouse, has overall heritage significance to Lakeside and the Selwyn district. The house has historic and social significance for its association with the McEvedy family between 1882 and 1937 and cultural significance as a demonstration of the way of life of one of Ellesmere's early farming families. 'Blackwater' has architectural significance as the work of notable Canterbury architect Isaac Jacobsen and technological and craftsmanship significance for its late 19th century timber construction and detailing. 'Blackwater' has contextual value as a local landmark and the site of the dwelling has potential archaeological significance given the development of the site in the early 1880s.</p>			
H424 'Brooklands', McIlraith Farmhouse	26 McEvedys Road, Lakeside, Southbridge	c.1878	
<p>'Brooklands', the McIlraith farmhouse, has overall heritage significance to Lakeside and the Selwyn district. The house has historic and social significance for its association with the McIlraith family since c.1878 and cultural significance as a demonstration of the way of life of one of Ellesmere's early farming families. 'Brooklands' has architectural value as a hybrid Italianate and Domestic Gothic Revival style farmhouse and technological and craftsmanship value for its later 19th century timber construction and detailing. 'Brooklands' has contextual value as a local feature and its site has potential archaeological significance given pastoral development since the early 1860s.</p>			
H426 St Mark's Anglican Church	453 Leeston Taumutu Road, Sedgemere, Leeston	1882	
<p>St Mark's Anglican Church has overall heritage significance to Sedgemere and the Selwyn district. The church has historic and social significance for its association with the Anglican congregation of Sedgemere since 1882 and cultural and spiritual significance as a place of Christian worship and communion. St Mark's Anglican Church has architectural significance as the work of preeminent Canterbury architect BW Mountfort and technological and craftsmanship value for its timber construction and detailing. St Mark's Anglican Church has contextual significance as a local landmark and its site has potential archaeological significance given the age of the building and its churchyard.</p>			

H427 'Bellfield', former Smith homestead / former St John's Presbyterian manse	61 Gordon Street, Southbridge	c.1870?			
<p>'Bellfield', the former Smith homestead and former St John's Presbyterian manse has overall heritage significance to Southbridge and the Selwyn district. The house has historic and social significance for its association with early Southbridge settlers John and Anna Smith, and with the town's Presbyterian clergy between 1882 and 1938. The former homestead and manse has cultural significance as a demonstration of the way of life of the ministers and their families who lived in it and architectural value as a mid-Victorian Domestic Gothic Revival style villa. The former homestead and manse has technological and craftsmanship value for its mid-Victorian timber construction and detailing and contextual value as a local historic feature. The site of the dwelling has potential archaeological significance given the development of the site in the 1870s.</p>					
H431 Hone Wetere (John Wesley) Church	Church Road, Taumutu	1883-84			
<p>Hone Wetere Church has overall heritage significance to Taumutu and the Selwyn district. The church has historic and social significance for its association with the Wesleyan Methodist congregation of Taumutu since 1885 and cultural and spiritual significance as a place of Christian worship and Maori settlement. Hone Wetere Church has architectural significance as the work of noted Canterbury architect TS Lambert and technological and craftsmanship value for its timber construction and detailing. Hone Wetere Church has contextual significance as a local landmark and its site has potential archaeological significance given the age of the building, its churchyard and wider setting.</p>					
H432 'Lakeside', McPherson House	175 Lakeside Ridge Road / 163 Leeston Taumutu Road, Lakeside	c.1875			
<p>'Lakeside', the McPherson house, has overall heritage significance to Lakeside and the Selwyn district. The house has historic and social significance for its association with the McPherson family since c.1875 and cultural significance as a demonstration of the way of life of one of Ellesmere's early farming families. 'Lakeside' has architectural significance as the attributed work of notable Canterbury architect Samuel Farr and technological and craftsmanship significance for its mid-Victorian concrete construction and timber detailing. 'Lakeside' has contextual value as a local landmark and the site of the dwelling has potential archaeological significance given the development of the site in the 1870s.</p>					








H435 'Sutton Royal', former Kimber Farmhouse	218 Days Road, Springston	(c.1864) 1870s			
<p>'Sutton Royal', the former Kimber farmhouse, has overall heritage significance to Ellesmere and the Selwyn district. The house has historic and social significance for its association with the Kimber/Day family between c.1864 and 1946 and cultural significance as a demonstration of the way of life of one of Ellesmere's early farming families. 'Sutton Royal' has architectural significance as an example of the Domestic Gothic Revival style and technological and craftsmanship value for its mid-Victorian timber construction and detailing. 'Sutton Royal' has contextual value as a local landmark and the site of the dwelling has potential archaeological significance given the development of the site from the 1860s.</p>					

Table 2: Currently Scheduled Heritage Items to be Deleted**1] Scheduled Heritage Items That Are No Longer Extant:**

	<p>H7</p> <p>Doyleston Library 7 Leeston Road, Doyleston</p>	<p>Demolished following Canterbury earthquakes – replaced by Memorial Garden [Feb 2016]</p>
	<p>H129</p> <p>Tara Ghur Homestead Wairiri Road, Hororata</p>	<p>Demolished following Canterbury earthquakes</p>
	<p>H135</p> <p>Homebush Homestead Homebush Road, Homebush</p>	<p>Demolished following Canterbury earthquakes – new homestead erected in its place</p>
	<p>H152</p> <p>Nesslea Homestead 578 Greendale Road, Darfield</p>	<p>Demolished following Canterbury earthquakes, rebuilt 2012</p>

		H205 Burnham Industrial School office [?], Burnham Camp, Chaytor Avenue, Burnham	Demolished 2012 following Canterbury earthquakes
		H317 Greenpark Memorial Hall Green Park Road, Tai Tapu	Demolished following Canterbury earthquakes
		H422 'Drumroslyn' (Drumroslin), Cowans Road, Southbridge	Demolished May 2017.
		H434 Lakeside Soldiers' Memorial Hall 154 Harts Road, Lakeside	Demolished following Canterbury earthquakes

2] Scheduled Heritage Items Having Insufficient Heritage Significance To Merit Retention In The District Plan / Recommended For Deletion:

	<p>H8</p> <p>former St Thomas's Anglican Church 12 Leeston Dunsandel Road, Dunsandel</p> <p>1884 +</p>	<p>The former church has been in residential use since c.2005 and is heavily modified. The church opened in 1884 and was added to at the east end in 1915. It was roughcast in 1964 to address weathering and repair issues. Later alterations and additions to the north wall were made after the church was sold by the church. Although the site has potential archaeological values under the Heritage New Zealand Pouhere Taonga Act 2014, the building itself now has insufficient authenticity to merit continued scheduling on the district plan.</p>
	<p>H36 Rolleston Memorial Clock Tower – 97 Rolleston Drive, Rolleston – 2000</p>	<p>The memorial incorporates commemorative plaques dedicated to those who served in the Boer [South African] War and World Wars I & II, and those who served in Malaya, Korea and Vietnam and subsequent peacekeeping forces. A third plaque records that the memorial clock tower was a Rolleston Residents' Association 2000 project. While the clock has a commemorative purpose and ornamental appearance, it is a modern millennium project that is of insufficient age to have accrued significant heritage value. It could be considered for scheduling in future. Historic World War I and World War II Rolls of Honour are housed in the Rolleston Community Centre (94 Rolleston Drive). See https://nzhistory.govt.nz/media/photo/rolleston-memorial-hall</p>

3) Prior Deletions From The Schedule (Noted For Information Purposes):



	<p>H2</p> <p>Tunneller's Cottage, 105? West Coast Road, Arthurs's Pass</p>	<p>Demolished by resource consent 2002 – <i>has already been removed from the schedule but is still included on DP planning maps and database</i></p>
	<p>H430</p> <p>Awhitu House, Pohau Road, Lakeside</p>	<p>Burnt down April 2003</p>

Table 3: Nominated Heritage Items

SDC District Plan Review – Built Heritage Items




Identification of Selwyn District Council's Built Heritage Resources - Heritage items recommended & considered for scheduling










HERITAGE
CONSULTANCY
SERVICES




Nominated Items Recommended for Inclusion


Ellesmere Ward

1. former Springs-Ellesmere (later Central Canterbury) Electric Power Board building	70 High Street, Leeston	1928-29			
The former Springs-Ellesmere Electric Power Board building has overall heritage significance to Leeston and Selwyn district. The building has historic and social significance for its association with the Springs-Ellesmere Electric Power Board and the development of the area's infrastructure. The former Springs-Ellesmere Electric Power Board building has architectural significance for its design by notable Christchurch architects Collins and Harman and as an example of the firm's commercial architecture. The building has craftsmanship value for the quality of its classical detailing and construction by a well-regarded local builder. The former Springs-Ellesmere Electric Power Board building has contextual significance as a landmark commercial building within the town centre of Leeston.					
2. Ellesmere County Hospital	25 Cunningham Street, Leeston	1923-24			
The Ellesmere County Hospital has overall heritage significance to Leeston and Selwyn district. The building has historic and social significance for its association with maternity and medical services in the district since 1924 and cultural value as a demonstration of the way of life associated with inter-war maternity and medical care. The Ellesmere County Hospital has architectural significance for its design by notable Christchurch architects Collins and Harman and craftsmanship value for its timber construction and detailing. The Ellesmere County Hospital has contextual value as a historic feature on the outskirts of Leeston.					
3. Southbridge School 1925-26 building	25 Hastings Street, Southbridge	1925-26			
The 1925-26 Southbridge School building has overall heritage significance to Southbridge and to the district of Selwyn. The school building has historical significance for its association with the educational history of Southbridge and the wider area and cultural significance as a place of community identity and historic continuity. The 1925-26 Southbridge School building has architectural significance for its design by Education Board architect George Penlington and craftsmanship value for the quality of its construction and detailing. The 1925-26 Southbridge School building has contextual significance as a local historic feature.					



4. Former Masonic Hall (Lodge of Progress, No. 1651/22)	13/15A St John Street, Southbridge	1876/1904 <i>Public nomination</i>	
The former Masonic Hall has overall heritage significance to Southbridge and to the district of Selwyn as a whole. The building has historical and social significance for its association with Freemasonry and the Lodge of Progress No. 22 and cultural significance as a place of community identity and historic continuity. The former hall has architectural significance for its vestigial classical design and craftsmanship value for its timber construction and detailing by a local builder. The former Masonic Hall of the Lodge of Progress No. 1651/22 has contextual significance as a local historic feature and its site has potential archaeological given the building's age.			
5. Southbridge Recreation Ground / Domain grandstand	42 St James Street, Southbridge	1923 <i>Public nomination</i>	
The Southbridge Domain grandstand has overall heritage significance to Southbridge and to the district of Selwyn as a whole. The grandstand has historical and social significance for its association with the Ellesmere Domain Board and the efforts of local people to provide for their sporting and recreational needs. The Southbridge Domain grandstand has cultural significance as a site of historic continuity and community identity and architectural value as a vernacular structure that retains a high level of authenticity. The Southbridge Domain grandstand has craftsmanship value for the quality of its timber construction and detailing and contextual significance as a local landmark overlooking the playing fields of Southbridge Domain.			
6. Sedgemere Hall	460 Leeston Taumutu Road, Sedgemere	1916	
Sedgemere Hall has overall heritage significance to Sedgemere and to the district of Selwyn as a whole. The building has historical and social significance for its association with the development of Sedgemere and the varied uses to which it has been put by local groups. Sedgemere Hall has cultural significance as a site of community identity and architectural value as a vernacular mid-1910s building showing later bungalow influences. Sedgemere Hall has technological and craftsmanship value for the quality of its construction and detailing and contextual significance as a local landmark.			





7. former Stephens's shops and billiard saloon / Dunsandel Store	3414 SH 1 Main South Road / 7 Kanes Road, Dunsandel	1911			
The Dunsandel Store has overall heritage significance to Dunsandel and to the district of Selwyn. The commercial building has historical significance for its association with the Stephens and Rapley families and cultural value as a reminder of the village's early 20th century development. The Dunsandel Store has architectural significance as a vernacular commercial building and craftsmanship value for the quality of its construction and detailing. The Dunsandel Store has contextual significance as a local landmark and the site has potential archaeological significance in view of the earlier building located here.					
8. St David's Union Church	75 High Street / 12 Selwyn Street, Leeston	1889			
St David's Union Church has overall heritage significance to Leeston and the Selwyn district. The church has historic and social significance for its association with the Methodist community of Leeston. St David's Union Church has cultural and spiritual significance as a place of Christian worship and communion since 1889 and for its combined service to Presbyterian and Methodist adherents since 1978. St David's Union Church has architectural significance as the work of notable Canterbury architect RW England and technological and craftsmanship significance for its timber construction and detailing by William Salkeld. St David's Union Church has contextual significance as a local landmark on Leeston's main street and its site has potential archaeological significance given the age of the building and the date at which colonial development commenced on the site.					
9. Former South Selwyn / Brookside School	4-10 Brookside & Burnham Road, Brookside	1869/1872 <i>2007 nomination</i>			
The former South Selwyn / Brookside School has overall heritage significance to Brookside and to the district of Selwyn. The former school has historical significance for its association with the educational and social history of Brookside district and cultural value as a place of community identity. The former South Selwyn / Brookside School has architectural significance as a colonial educational building and craftsmanship value for its construction and detailing. The former South Selwyn / Brookside School has contextual significance as a local historic feature within a 'town centre' cluster and its site has potential archaeological significance in view of the age of the buildings upon it.					
9a. Former Brookside Public Library	4-10 Brookside & Burnham Road, Brookside	1874			




The former Brookside Public Library has overall heritage significance to Brookside and to the district of Selwyn. The former library has historical significance for its association with the educational and social history of Brookside district and cultural value as a place of community identity. The former Brookside Public Library has architectural significance as a vernacular civic building and craftsmanship value for its construction and detailing. The former Brookside Public Library has contextual significance as a local historic feature within a 'town centre' cluster and its site has potential archaeological significance in view of the age of the buildings upon it.					
10. St Mary's Anglican Church	628 Selwyn Lake Road, Irwell	1895 <i>Public nomination 2018</i>			
St Mary's Anglican Church has overall heritage significance to Irwell and the Selwyn district. The church has historic significance for its association with the Anglican community of Irwell and George and Ellen Rhodes and cultural and spiritual significance as a place of Christian worship and communion since 1895. St Mary's Anglican Church has architectural significance as the work of noted Christchurch architectural practice Collins and Harman and craftsmanship value for its timber construction and detailing. St Mary's Anglican Church has contextual significance as a local historic landmark and its site has potential archaeological significance given the age of the building.					
11. Former Irwell School / Irwell Hall	896 Leeston Road, Irwell	1879, closed 1937 <i>Public nomination 2018</i>			
The former Irwell School/Irwell Hall has overall heritage significance to Irwell and to the district of Selwyn. The former school has historic significance for its association with the educational history of Irwell district and cultural value as a place of community identity and continuity. The former Irwell School has architectural significance as a Victorian educational building designed by Thomas Cane and craftsmanship value for the surviving evidence of its original construction and detailing. The former Irwell School has contextual significance as a local landmark and the site has potential archaeological significance in view of the age of the building.					
12. 'Rakaia Mead' woolshed	155 Burns Road, Bankside	c. early 1870s HNZPT listed Cat 2 / #7194			
The 'Rakaia Mead' woolshed has overall heritage significance to the environs of Mead / Bankside and to the district of Selwyn as a whole. The building has historic significance for its association with Alexander McIlraith, the 'Haldon' sheep station, and the Burns family and cultural value as a place of historic continuity. The 'Rakaia Mead' woolshed has aesthetic value as a 19th century agricultural building and technological significance for its brick construction. The 'Rakaia Mead' woolshed has contextual value as a local historic feature and its site has potential archaeological significance given the building's age.					




13. Former Milton / Ellesmere Mills office/grain store and mill race	1125 Leeston Road, Irwell	19 th century			
The former Milton / Ellesmere Mills office and grain store has overall heritage significance to Irwell and to the district of Selwyn. The building has historical significance for its association with the mills that operated on the site from 1866 until the mid-20th century and cultural value as a reminder of Irwell's industrial past. The former Milton / Ellesmere Mills office and grain store has architectural value as a vernacular industrial building and craftsmanship value for its construction and detailing. The former Milton / Ellesmere Mills office and grain store has contextual significance in relation to the Irwell River and nearby Mill House and its site has potential archaeological significance in view of the milling activity on the site from 1866.					




Malvern Ward




14. Former Kirwee Baptist Church / Glentunnel Chapel	64 Homebush Road / 1 Victoria Street, Glentunnel	1878			
The former Kirwee Baptist Church / Glentunnel Chapel has overall heritage significance to Glentunnel and the Selwyn district. The church has historic and social significance for its association with the Baptist congregation of Kirwee and the Brethren community of Glentunnel. The Glentunnel Chapel has cultural and spiritual significance as a place of Christian worship and fellowship and architectural significance as the work of Thomas Lambert. The Glentunnel Chapel has technological and craftsmanship value for its timber construction and detailing and contextual significance as a local historic feature. The site of the church has potential archaeological significance in view of the earlier development that occurred on the property.					
15. Magazines / Explosive Store Houses [ESHs]	Turnbulls Road, Glentunnel	c.1944			
The Glentunnel 1/126/2 Magazine Area ESHs has overall heritage significance to the Malvern Hills and to the district of Selwyn. The magazines have historical significance for their association with the Burnham Military Camp and New Zealand's military preparedness during World War II and cultural value as a place of community identity and historic continuity. The ESHs have architectural significance as military structures designed and built by the Public Works Department and technological value for the quality of their construction. The magazines have contextual value as local historic features within the landscape of the Malvern Hills.					





16. Former 'Churchlea' stable/barn	49 Stott Drive, Darfield	Unknown (1890s?)			
The former 'Churchlea' stable/barn has overall heritage significance to Darfield and to the district of Selwyn as a whole. The building has historic and social significance for its association with Daniel Mulholland and his family and cultural value as a place of historic continuity. The former 'Churchlea' stable/barn has aesthetic value as an historic agricultural building and technological significance for its timber and brick construction. The former 'Churchlea' stable/barn has contextual value as a local historic feature and potential archaeological significance in view of the building's likely age.					
17. St Andrew's Presbyterian Church	2 Philip Street, Glentunnel	1914-15			
St Andrew's Presbyterian Church has overall heritage significance to Glentunnel and the Selwyn district. The church has historical significance for its association with the Presbyterian congregation of Glentunnel and cultural and spiritual significance as a place of Christian worship and fellowship since 1915. St Andrew's Presbyterian Church has architectural significance as the design of JS Guthrie and technological and craftsmanship significance for its distinctive stone and timber construction and detailing. The church has contextual value as a local historic feature and in relation to a group of other historic community buildings and dwellings in the area.					
18. Former Arthur's Pass School	71 School Terrace, Arthur's Pass	1963-4			
The former Arthur's Pass School has overall heritage significance to Arthur's Pass and to Selwyn district as a whole. The former school has historic and social significance for its association with schooling in the village from 1964 until 2003 and cultural value as a demonstration of the way of life of the village's teachers and school children during that time. The former Arthur's Pass School has architectural significance as a unique design by Len Stone and the Canterbury Education Board and technological and craftsmanship significance for its construction and materials. The former Arthur's Pass School has contextual value as a mid-century feature that contributes to the established character of the village.					
19. 'Gaya Cottage' / former tunnel engineer's cottage	101 West Coast Road, Arthur's Pass	c.1910?			




<p>The former tunnel engineer's cottage has overall heritage significance to Arthur's Pass and to the district of Selwyn as a whole. The cottage has historical and social significance for its association with the men who built the Otira Tunnel, as well as Robert Laing, Charles Warden and the foundation of the Arthur's Pass National Park. The former tunnel engineer's cottage has cultural significance as a 'classic' Kiwi bach and architectural and aesthetic significance as an early 20th century vernacular dwelling. The former tunnel engineer's cottage has craftsmanship value for the quality of its construction and detailing and contextual significance as a local landmark, which is highly visible from SH 73 and fits into a wider cluster of modest holiday homes in Arthur's Pass.</p>			
20. Former tunneller's cottage	94 West Coast Road, Arthur's Pass	c.1907	
<p>The former tunneller's cottage has overall heritage significance to Arthur's Pass and to the district of Selwyn as a whole. The cottage has historical and social significance for its association with the men who built the Otira Tunnel and cultural significance as a 'classic' Kiwi bach. The former tunneller's cottage has architectural and aesthetic significance as an early 20th century vernacular dwelling and craftsmanship value for the quality of its construction and detailing. The former tunneller's cottage has contextual significance as a local landmark, which is highly visible from SH 73 and fits into a wider cluster of picturesque holiday homes in Arthur's Pass.</p>			
21. Arthur's Pass Railway Station	West Coast Road / SH 73, Arthur's Pass	1966	
<p>The Arthur's Pass Railway Station has overall heritage significance to Arthur's Pass and to the district of Selwyn as a whole. The station building has historical and social significance for its association with the evolution of Arthur's Pass as a scenic visitor destination and cultural value as a place of community identity and historic continuity. The Arthur's Pass Railway Station has architectural significance as a mid-century Modernist design by Ivan Clarkson that was expressly tailored to its alpine setting and technological significance for its random rubble stone construction. The Arthur's Pass Railway Station has contextual significance as a local landmark on the TranzAlpine route and for its relationship to the neighbouring former engine shed and the Otira Tunnel.</p>			
22. Former Avoca homestead	Craigieburn Road, Broken River	c.1906	
<p>The former Avoca homestead has overall heritage significance to the district of Selwyn. The building has historical and social significance for its association with HG Heath and the other lessees who ran sheep on the run in the 20th century and cultural significance as a demonstration of the way of life of its early residents. The former Avoca homestead has architectural and aesthetic significance as an early-20th century vernacular farmhouse and craftsmanship value for the quality of its construction and detailing. The former Avoca homestead has contextual significance as a landmark for hikers and other recreational users within the high country of Selwyn district.</p>			




23. Coach road milestone no. 46	Bealey River Bridge, Waimakariri River, Arthur's Pass National Park	c.1865			
Coach road milestone no. 46 has overall heritage significance to Arthur's Pass National Park and the district of Selwyn. The milestone has considerable historical significance for its association with the development of the West Coast Road in the early colonial period. Milestone no. 46 has aesthetic value as a vernacular transport structure and craftsmanship significance for its manufacture from local limestone. Milestone no. 46 has contextual significance as one of a dozen or so milestones that are still in situ along the West Coast Road. The milestone's site has potential archaeological significance in view of the age of the structure and the location of a 19th century ford in the immediate area.					
24. West Harper Hut	Harper River, Craigieburn Forest Park	1957			
West Harper Hut has overall heritage significance to the district of Selwyn. The hut has historical and social significance for its association with the history of forestry in Selwyn district and cultural significance as a 'classic' mid-century high-country hut. West Harper Hut has architectural and aesthetic significance for its enduring vernacular design and craftsmanship significance for the quality of its beech and iron construction and detailing. West Harper Hut has contextual significance as a landmark for trampers on the Te Araroa Trail within the high country of Selwyn district.					
25. Cass Railway Station shelter shed	Cass Settlement Road, Cass	c.1911?			
The Cass Railway Station shelter shed has overall heritage significance to Cass and to the district of Selwyn as a whole. The shelter shed has historic significance for its association with the development of the Midland line and cultural significance for its iconic presentation in the work of acclaimed New Zealand painter Rita Angus. The Cass Railway Station shelter shed has architectural significance as an example of a standardised Railway Department design and technological value for its early 20th century timber construction. The Cass Railway Station shelter shed has high contextual significance as a well-known landmark on the TranzAlpine route.					




26. former railway worker's cottage / Les Moxham Memorial Lodge	4 Cass Settlement Road, Cass	c.1910			
The former railway worker's cottage has overall heritage significance to Cass and to the district of Selwyn as a whole. The cottage has historic significance for its association with the development of the Midland line and cultural significance as a demonstration of historic continuity and as a functional memorial. The former railway worker's cottage has architectural value as an example of a standardised Railway Department design and technological value for its early 20th century timber construction. The former railway worker's cottage has contextual significance as a historic feature in the small settlement of Cass.					
27. former tunnellers' social hall & dining room / 'The Hostel' / Arthur's Pass Outdoor Education Centre	82-83 West Coast Road, Arthur's Pass	c.1912/13?			
The former tunnellers' social hall & dining room has overall heritage significance to Arthur's Pass and to the district of Selwyn as a whole. The building has historical and social significance for its association with the men who built the Otira Tunnel, as well as Guy and Grace Butler and the development of Arthur's Pass as an alpine visitor destination. The former tunnellers' social hall & dining room has cultural significance as a part of the Pass's history and identity and architectural and aesthetic significance as an early 20th century vernacular building with transitional bungalow styling. The former tunnellers' social hall & dining room has craftsmanship value for the quality of its construction and detailing and contextual significance as a local landmark, which contributes to the historic character of the Arthur's Pass town centre.					
28. former Will Kennedy hut & shed	West Coast Road / SH 73, Arthur's Pass	1911			
The former Will Kennedy hut and shed have overall heritage significance to Arthur's Pass and to the district of Selwyn as a whole. The hut and shed have historical and social significance for their association with WA Kennedy and the development of Arthur's Pass as an alpine recreation destination. The former Will Kennedy hut and shed have architectural and aesthetic significance as early 20th century vernacular buildings and craftsmanship value for the quality of their construction and detailing. The former Will Kennedy hut and shed have contextual value as well-preserved historic features within the Arthur's Pass National Park.					





29. Former 'The Point' Station cookhouse	'The Point' 85 Point Road, Windwhistle	Later 1860s/1870s?	
The former Point Station cookhouse has overall heritage significance to the Windwhistle area and Selwyn district as a whole. The building has historical significance for its association with the pastoral development of the district and the Phillips/Richards family. The former Point Station cookhouse has cultural significance as a demonstration of the way of life of The Point Station's farm workers and architectural value as a vernacular farm building. The former Point Station cookhouse has technological and craftsmanship significance for its Victorian earth and timber construction and contextual value as a historic feature within the farm. As the cookhouse pre-dates 1900 its site has potential archaeological significance relating to the pastoral development of the property.			
30. South Malvern Cemetery War Memorial Gates	Coaltrack Road, Coalgate [west of 3159 Coaltrack Road]	1920	
The South Malvern Cemetery War Memorial Gates have overall heritage significance to Coalgate, the wider Malvern area and the district of Selwyn as a whole. The memorial gates have historic and social significance for their association with the local men who died serving in World War I and II and cultural significance given their commemorative purpose. The South Malvern Cemetery War Memorial Gates have aesthetic value for their design and craftsmanship value for their construction and detailing. The memorial gates have contextual significance as a historic feature providing access to the South Malvern Cemetery.			
31. Former Whitecliffs Branch Railway Station engine shed	346 Whitecliffs Road, Glentunnel	c.1875	
The Whitecliffs Branch Railway Station engine shed has overall heritage significance to Whitecliffs and to the district of Selwyn as a whole. The shed has considerable historical significance for its association with the construction and operation of the Whitecliffs branch railway line and cultural value as a demonstration of the way of life of the railway workers who ran the line. The former engine shed has architectural significance as a rare 1870s Railways Department design and technological and craftsmanship significance for its Victorian construction and detailing. The former engine shed has contextual significance as a local landmark and potential archaeological significance in view of the building's age.			


32. Sheffield Hotel	40 Wrights Road, Sheffield	1883			
The Sheffield Hotel has overall heritage significance to Sheffield and to the district of Selwyn. The hotel has historical and social significance for its association with its former patrons and publicans, especially Michael Flanagan and Dennis Mahar, and the late-19th century development of the district. The Sheffield Hotel has cultural significance as a place of historic continuity and architectural significance as an example of the work of Theodore Jacobsen. The Sheffield Hotel has craftsmanship value for the quality of its construction and detailing and contextual significance as a local landmark. The site of the Sheffield Hotel has potential archaeological significance in view of the age of the building.					
33. former Luke Adams' lime kiln	Rayonier Matariki Forest, Wyndale Hills	c.1896			
The former Luke Adams' lime kiln has overall heritage significance to the Whitecliffs area and to the district of Selwyn as a whole. The structure has historic significance for its association with Luke Adams and quarrying in the district and cultural value as a place valued for its history and construction. The former Luke Adams' lime kiln has aesthetic value as a rustic 19th century flare kiln and technological significance for its construction and historic use as a lime kiln. The former Luke Adams' lime kiln has contextual value as a historic feature within its forest setting and potential archaeological significance given that industrial activity on the site commenced in 1878.					
34. Darfield [Cottage] Hospital	159 Horndon Street / 31 Mathias Street, Darfield	1926-27			
Darfield Hospital has overall heritage significance to Darfield and Selwyn district. The building has historic and social significance for its association with maternity and medical services in the district since 1927 and cultural value as a demonstration of the way of life associated with inter-war maternity and medical care. Darfield Hospital has architectural significance for its design by notable Christchurch architects Collins and Harman and craftsmanship value for its timber construction and detailing by John Beanland. Darfield Hospital has contextual value as a historic feature on the outskirts of Darfield.					
35. 'Thompson's Store'	51 South Terrace, Darfield	c.1895			

<p>'Thompson's Store' has overall heritage significance to Darfield and to the district of Selwyn. The shop, and former dwelling, has historical significance for its association with the Thompson family for over 50 years and cultural value as a reminder of the village's 19th century development. 'Thompson's Store' has architectural significance as a vernacular commercial building erected by a local builder and craftsmanship value for the quality of its construction and detailing. 'Thompson's Store' has contextual significance as a local landmark and the site has potential archaeological significance in view of the age of the building.</p>			
36. Former Malvern County Council chamber and office	20 North Terrace, Darfield	1912 <i>Public nomination</i>	
<p>The former Malvern County Council chamber and offices has overall heritage significance to Darfield and to the district of Selwyn. The building has historical significance for its association with the Malvern County Council and cultural value as a civic building held in public esteem. The former Malvern County Council chamber and offices has architectural significance as a JS Guthrie design and craftsmanship significance for the quality of its construction and detailing by WH Winsor. The former Malvern County Council chamber and offices has contextual significance as a local landmark that contributes to the historic character of Darfield.</p>			
37. Springfield Railway Station	19 King Street, Springfield	1965 <i>Public nomination</i>	
<p>The Springfield Railway Station has overall heritage significance to Springfield and to the district of Selwyn as a whole. The station has historical and social significance for its association with the construction and operation of the Midland Railway and cultural value as a demonstration of the way of life of past and present railway workers and their passengers. The Springfield Railway Station has architectural significance as a mid-century design by Ivan Clarkson and technological significance for its concrete block and steel construction. The Springfield Railway Station has contextual significance as a local landmark, which is a landmark on the TranzAlpine route.</p>			
38. former Methodist Church / Church of the Open Door	2017 Sharlands Road, Te Pirita	1955 <i>2006 public nomination</i>	
<p>The former Methodist Church / Church of the Open Door has overall heritage significance to Te Pirita and the Selwyn district. The church has historical significance for its association with the Methodist congregation of Te Pirita and cultural and spiritual significance as a place of Christian worship and fellowship since 1955. The Church of the Open Door has architectural significance as the design of WM Lawry and technological and craftsmanship significance for its concrete block construction and timber detailing. The church has contextual value as a local historic feature and as a marker of a community hub of which little, other than the hall, remains.</p>			



39. Former Greendale Baptist Chapel / Church	2 Adams Road, Greendale	1873 + 1897-98			
The former Greendale Baptist Chapel / Church has overall heritage significance to Greendale and the Selwyn district. The church has historic and social significance for its association with the Baptist congregation of Greendale, particularly the Adams and Holland families. The former Greendale Baptist Church has cultural and spiritual significance as a former place of Christian worship and architectural significance as the likely work, in part, of church member Arthur Chidgey. The former Greendale Baptist Church has technological and craftsmanship value for its timber construction and detailing and contextual significance as a local historic feature. The site of the former church has potential archaeological significance in view of the 19th century development that occurred on the property.					
40. TW Adams' cottage ruins	Adams Arboretum, 53 Adams Road, Greendale	c.1865			
The sod cottage ruins have overall heritage significance to Greendale and to the district of Selwyn as a whole. The ruins have historical and social significance for their association with TW Adams and his family and cultural significance as an example of the modest way of life early settlers experienced in the district. The sod cottage ruins have architectural and aesthetic value as the remains of a mid-Victorian vernacular dwelling and technological and craftsmanship significance for their earth construction. The former Adams cottage has contextual significance as a historic feature within the Adams Arboretum, albeit one that is set back from the roadway and partially obscured by vegetation. The cottage ruins and the arboretum in which they are located have potential archaeological significance arising from their colonial use and development since the mid-1860s.					
41. St Joseph's Catholic Church	1981 Telegraph Road, Darfield	1936-37 <i>Public nomination</i>			
St Joseph's Catholic Church has overall heritage significance to Darfield and Selwyn district. The church has historical and social significance for its association with the Catholic community of Darfield and cultural and spiritual significance as a place of Christian worship and communion since 1937. St Joseph's has architectural significance as a Gothic Revival style church designed by noted Christchurch architect Francis Willis and technological and craftsmanship significance for its concrete construction and integrated decorative mouldings by leading builders J & W Jamieson of Christchurch. St Joseph's has contextual significance as a local landmark and the site of St Joseph's has potential archaeological significance in view of the development of this property by the Catholic church since the late 19th century.					

42. Former Sisters of Mercy Convent	47 Cardale Street, Darfield	c.1885?			
The former Sisters of Mercy convent has overall heritage significance to Darfield and the Selwyn district. The former convent has historic and social significance for its association with Peter Clinton and the Sisters of Mercy and cultural significance as a demonstration of the way of life of the religious who served the Catholic community of Darfield from 1899 until the 1980s. The former Sisters of Mercy convent has architectural value as a late 19th century square-plan villa and craftsmanship value for its construction and detailing. The former Sisters of Mercy convent has contextual significance as a local historic feature, especially in relation to St Joseph's Catholic Church, and its site has potential archaeological significance given the age of the building and the pre-1899 pastoral use of the surrounding land.					
43. Lake Coleridge Hall	15 Hart Place, Lake Coleridge	1939			
The Lake Coleridge Hall has overall heritage significance to Lake Coleridge and to the district of Selwyn as a whole. The hall has historic and social significance for its association with the social life of the village since 1939 and cultural significance as a place of community identity and continuity. The Lake Coleridge Hall has architectural significance as a California Bungalow-influenced Public Works Department design and craftsmanship value for its timber construction and detailing. The Lake Coleridge Hall has contextual significance as a historic feature within the village.					
44. Birks' 'electric cottage' office and show home	87 Hummocks Road, Lake Coleridge	c.1913			
Birks' 'electric cottage' office and show home has overall heritage significance to Lake Coleridge and to the district of Selwyn as a whole. The cottage has historic and social significance for its association with Lawrence Birks, the Lake Coleridge power scheme and the way in which it transformed domestic life in Canterbury in the early 20th century. Birks' 'electric cottage' office and show home has cultural significance as a place of community identity and architectural significance as a Public Works Department residential design. Birks' 'electric cottage' office and show home has technological and craftsmanship significance for its construction and early 20th century electrification and contextual significance as a historic feature within the village.					




45. Former Bryden cottage	6 Queen Street, Springfield	c.1885		
The former Bryden cottage has overall heritage significance to Springfield and to the district of Selwyn. The cottage has historic significance for its association with the Bryden family and the colonial history of Springfield and cultural value as a demonstration of the way of life of its early residents. The former Bryden cottage has architectural value as late 19th century vernacular dwelling and craftsmanship value for the quality of its construction and detailing. The former Bryden cottage has contextual significance as one of three historic cottages in Queen Street, which all have potential archaeological significance in view of their age.				
46. former Marley cottage	8 Queen Street, Springfield	c.1884?		
The former Marley cottage has overall heritage significance to Springfield and to the district of Selwyn. The cottage has historic significance for its association with George Marley and the colonial history of Springfield and cultural value as a demonstration of the way of life of its early residents. The former Marley cottage has architectural value as late 19th century vernacular dwelling and craftsmanship value for the quality of its construction and detailing. The former Marley cottage has contextual significance as one of three historic cottages in Queen Street, which all have potential archaeological significance in view of their age.				
47. former Marley cottage	10 Queen Street, Springfield	c.1884?		
The former Marley cottage has overall heritage significance to Springfield and to the district of Selwyn. The cottage has historic significance for its association with George Marley and the colonial history of Springfield and cultural value as a demonstration of the way of life of its early residents. The former Marley cottage has architectural value as late 19th century vernacular dwelling and craftsmanship value for the quality of its construction and detailing. The former Marley cottage has contextual significance as one of three historic cottages in Queen Street, which all have potential archaeological significance in view of their age.				
48. Former Selwyn County Council clerk's house	2538 Bealey Road, Hororata	1913 <i>Public nomination</i>		




The former Selwyn County Council clerk's house has overall heritage significance to Hororata and to the district of Selwyn. The house has historical significance for its association with the clerks of Selwyn County and cultural value as a reminder of Hororata's 20th century local government. The former Selwyn County Council clerk's house has architectural significance as an England Brothers design and craftsmanship value for the quality of its construction and detailing. The former Selwyn County Council clerk's house has contextual significance as a local historic feature.			
49. 'The Bothy' cottage, 'Homebush Station' H130-138 are already scheduled items	2142 Homebush Road, Coalgate	c.1851-53 / restored 2005 <i>Recommended by HNZPT</i>	
'The Bothy' cottage has overall heritage significance to the environs of Coalgate and to the district of Selwyn as a whole. The building has historic significance for its association with the Deans family and 'Homebush' station and cultural value as a demonstration of the way of life of the station's workers. 'The Bothy' cottage has architectural significance as a vernacular early-colonial cottage and technological significance for its earth construction. 'The Bothy' cottage has contextual value as a historic feature on the farm and its site has potential archaeological significance in view of the building's age and the property's colonial history.			


Springs Ward

50. Motukarara Hall	110 Park Road, Motukarara	1903	
Motukarara Hall has overall heritage significance to Motukarara and to the district of Selwyn as a whole. The building has historical and social significance for its association with the development of Motukarara and the varied uses to which it has been put by local groups. Motukarara Hall has cultural significance as a site of community identity since 1903 and architectural value as a vernacular Edwardian building. Motukarara Hall has craftsmanship value for the quality of its construction and detailing and contextual significance as a local historic feature.			
51. 'The Springs' O'Callaghan farmhouse / 'Chudleigh'	1491 Springs Road, Lincoln	1877 <i>Public nomination</i>	
The former O'Callaghan farmhouse 'The Springs' has overall heritage significance to Lincoln and the Selwyn district. The house has historic and social significance for its association with a succession of Lincoln farming families since 1877 and cultural significance as a valued community heritage feature. 'Chudleigh' has architectural significance as the work of notable Canterbury architect Frederick Strouts and craftsmanship value for its surviving mid-Victorian construction and detailing. 'Chudleigh' has contextual value as a local historic feature and the property has potential archaeological significance given the development of the site since the early 1850s.			



52. St Mark's Anglican Church	106 Greenpark Road, Lincoln	1881 <i>Public nomination</i>	
St Mark's Anglican Church has overall heritage significance to Greenpark and the Selwyn district. The church has historic and social significance for its association with the Anglican community of Greenpark and cultural and spiritual significance as a place of Christian worship and communion since 1881. St Mark's Anglican Church has architectural significance as the work of preeminent Canterbury architect BW Mountfort and technological and craftsmanship significance for the quality and authenticity of its timber construction and detailing. St Mark's Church has contextual significance as a local landmark and its site has potential archaeological significance given the age of the building.			
53. 'Ivey's cottage' / CAC farm staff/international students' cottage	1383 Springs Road, Lincoln University, Lincoln	c.1879/1881? <i>Public nomination</i>	
'Ivey's cottage' has overall heritage significance to Lincoln and Selwyn district. The building has historic significance for its association with WE Ivey and the foundation of Canterbury Agricultural College / Lincoln University. 'Ivey's cottage' has cultural value as a place of community identity and architectural significance for its design by noted Canterbury architect, Frederick Strouts. The building has craftsmanship value for its Victorian timber construction and contextual significance for the contribution it makes to the historic character of the university campus. The building's site has potential archaeological significance, given the 19th century development of the property as an agricultural college and experimental farm.			
54. 'Harmony Villa', former Lawry house	1 Waterholes Road / 390 Ellesmere Junction Road, Springston	1875	
'Harmony Villa', the former Lawry house, has overall heritage significance to Springston and the Selwyn district. The house has historic and social significance for its association with the Lawry family and cultural significance as a demonstration of the way of life of one of Springston's early settler families. 'Harmony Villa' has architectural significance as an example of the Domestic Gothic Revival style and technological and craftsmanship significance for its mid-Victorian timber construction and detailing. 'Harmony Villa' has contextual value as a local historic feature and the site of the dwelling has potential archaeological significance given the development of the site from the mid-1870s.			


55. 'Old' Lincoln Presbyterian Manse	126 East Belt, Lincoln	1888			
The former Lincoln Presbyterian Church manse has overall heritage significance to Lincoln and the Selwyn district. The 1888 manse has historic and social significance for its historic association with the Presbyterian community of Lincoln and cultural significance as a demonstration of the way of life of the ministers and their families who served the church from 1888 until 1964. The former Lincoln Presbyterian Church manse has architectural significance as the work of Christchurch architect John Whitelaw and technological and craftsmanship value for its timber construction and detailing. The former Lincoln Presbyterian Church manse has contextual significance as a local landmark, especially in relation to the Lincoln Union Church, and its site has potential archaeological significance given the age of the building and the date at which colonial development commenced on the site.					
56. 1967 World Ploughing Competition Cairn	Cnr Springs and Robinsons Road, Lincoln	1967			
The 1967 World Ploughing Competition Cairn has overall heritage significance to Lincoln, Prebbleton and to the district of Selwyn as a whole. The cairn has historical significance for its association with an international agricultural competition and cultural significance given its commemorative purpose. The World Ploughing Competition Cairn has aesthetic value as a design by noted Christchurch architects Pascoe and Linton and craftsmanship value for its construction and detailing. The World Ploughing Competition Cairn has contextual significance as a local landmark, in association with the more recent commemorative structures on the site.					
57. Young Farmers' Club Memorial Hall	Lincoln University	1953 <i>Public nomination</i>			
The Young Farmers' Club Memorial Hall has overall heritage significance to Lincoln and Selwyn district. The building has historic and social significance for its association with the Young Farmers' Club, Lincoln University and the provision of agricultural education in New Zealand. The Young Farmers' Club Memorial Hall has cultural significance for its commemorative purpose and architectural significance for its design by the Government Architect, Gordon Wilson. The building has craftsmanship value for the quality of its brick construction and detailing. The Young Farmers' Club Memorial Hall has contextual value for the contribution it makes to the university campus environment and the building's site has potential archaeological significance, given the 19th century development of the property as an agricultural college and experimental farm.					

58. 'The Springs' water trough	Road reserve, adjacent to northern boundary of 1543 Springs Road, Lincoln	1907 <i>Public nomination</i>			
<p>'The Springs' water trough has overall heritage significance to the district of Selwyn. The water trough has historical significance for its association with Robert Lochhead and 'The Springs' farm in the early 20th century. 'The Springs' water trough has aesthetic value as a vernacular agricultural structure and technological and craftsmanship significance for its concrete construction by the Pearson Brothers. 'The Springs' water trough has contextual significance as a historic agricultural feature near Lincoln.</p>					
59. All Saints' Parsonage	3 Norris Street, Prebbleton	1866			
<p>The former All Saints' Anglican Church parsonage has overall heritage significance to Prebbleton and the Selwyn district. The former parsonage has historic and social significance for its association with the Anglican community of Prebbleton from 1866 until the mid-20th century and cultural significance as a demonstration of the way of life of Prebbleton's Anglican clergy over the same period. The former All Saints' Anglican Church parsonage has architectural significance as the work of notable Canterbury architect Robert Speechly and technological and craftsmanship value for its surviving timber construction and detailing. The former All Saints' Anglican Church parsonage has contextual significance as a local historic feature, which is closely related to All Saints' Anglican Church, and its site has potential archaeological significance in view of the building's age.</p>					
60. Former Prebbleton School teacher's house	520 Springs Road, Prebbleton	1875 + 1883 <i>Public nomination</i>			
<p>The former Prebbleton School teacher's house has overall heritage significance to Prebbleton and the Selwyn district. The dwelling has historic and social significance for its association with Prebbleton School, its early teachers and their pupils and cultural significance as a demonstration of the way of life of Prebbleton's early teachers and their families. The Prebbleton School teacher's house has architectural significance as the work of notable Canterbury architects Thomas Cane and Everard Farr and technological and craftsmanship significance for its Victorian timber construction and detailing. The former Prebbleton School teacher's house has contextual significance as a local historic feature and its physical and historical association with All Saints' Anglican Church and the former All Saints' parsonage. Its site has potential archaeological significance in view of the building's age.</p>					




61. Former Blyth house	12 Tosswill Road, Prebbleton	c.1864	
The former Blyth house has overall heritage significance to Prebbleton and the Selwyn district. The house has historic significance for its association with James and Ann Blyth and the early settlement of Prebbleton and cultural value as a demonstration of the way of life of Prebbleton's early settlers. The former Blyth house has architectural significance as a well-preserved mid-19th century colonial dwelling with Italianate details and technological and craftsmanship significance for its timber construction and detailing. The former Blyth house has contextual significance as a local historic feature and its site has potential archaeological significance in view of the building's age.			





Selwyn Central Ward






62. Rolleston Hotel	2 Brookside Road, Rolleston	1930-31	
The Rolleston Hotel has overall heritage significance to Rolleston and to the district of Selwyn. The hotel has historical and social significance for its association with the first Rolleston Hotel, its function as a hostelry since 1931 and the early development of the district. The Rolleston Hotel has cultural significance as a place of community identity and historic continuity and architectural significance as the work of Christchurch architect CRA Dawe. The Rolleston Hotel has technological and craftsmanship value for the quality of its construction and detailing and contextual significance as a local landmark. The site of the Rolleston Hotel has potential archaeological significance in view of the earlier development that occurred on this site.			
63. Halkett Presbyterian Church & World War I Memorial	662 Halkett Road, West Melton	1873 / 1920	
Halkett Presbyterian Church and its World War I memorial have overall heritage significance to Halkett, the West Melton area and Selwyn district as a whole. The church has historic and social significance for its association with the Scots Presbyterian community of Halkett and the war memorial is associated with two local men who died serving in World War I. Halkett Presbyterian Church has cultural and spiritual significance as a place of Christian worship and communion since 1873 and the war memorial has cultural significance given its commemorative function. Halkett Presbyterian Church & World War I Memorial have architectural value as a modest colonial church and conventional obelisk and craftsmanship value for their construction and detailing. Halkett Presbyterian Church has contextual significance as a local landmark and for its notable relationship with a World War I memorial. The site of both has potential archaeological significance given the age of the building and its church yard.			


64. St Matthew's Anglican Church	1075 Halkett Road, Kirwee	1936-37			
St Matthew's Anglican Church has overall heritage significance to the Courtenay district and to the district of Selwyn as a whole. The building has historical and social significance for its association with the district's Anglican congregation since 1873. St Matthew's Anglican Church has cultural and spiritual significance as a place of community identity and Christian worship and architectural significance as an inter-war Arts and Crafts ecclesiastical design by noted Christchurch architect RSD Harman. The church has technological and craftsmanship significance for its concrete construction by WP Glue and the 19th century stained glass window at its west end. St Matthew's Anglican Church has contextual significance as a local landmark and its site has potential archaeological given the 19th century development that occurred here.					






Heritage items considered but NOT recommended for scheduling by Selwyn District Council:

a. Lincoln War Memorial	Lincoln Park Domain, 162-164 North Belt, Lincoln	2011 <u>RECOMMENDATION:</u> Future heritage item. Include in RMP for Lincoln Park Domain to ensure acknowledgment of the civic and cultural value of the war memorial to its benefactors and 'users'.	
b. Lincoln Maternity Hospital	35 James Street, Lincoln	1927 <i>Public nomination</i> Loss of curtilage and Leeston and Darfield Hospitals have higher levels of authenticity.	
c. St James' Presbyterian Church	20 Wrights Road, Sheffield	1910 / closed 28 February 2016 – residential conversion. Insufficient authenticity to merit scheduling. Memorial stone [from Homebush] and plaque on road frontage identify former use and church centennial/closure dates.	



d. SDC HQ	Norman Kirk Drive, Rolleston	2008 Future heritage?	
e. Bay villa	54 Dynes Road, Rolleston	Date unknown. <i>Public nomination</i> ; has been assessed by SDC in the past (2013). Very poor condition, lacks sufficient authenticity and evidence to support notable historic values.	
f. Former Restall house / Hillyers Cottage Cafe	12 Gerald Street, Lincoln	c.1890? <i>Public nomination</i> Charles & Mary Restall arrived in Cauty 1874, title issued for Lincoln property in 1883. Wheelwright and undertaker. Sold by family in 1927. Last 20+ years in use as a café. Insufficient authenticity or evidence to support historic values;	
g. 'Longridge', Thwaites farmhouse	2/266 [?] Windwhistle Road, Glentunnel	c.1915? Representative early 20 th century farmhouse. Thwaites involved with Glenroy Hall. No significant heritage values.	





h. Carrington Hut	White River/ Waimakariri River, Arthur's Pass National Park	1970s Third hut built at this locale – 1 st built 1926 [see historic overview]. Too recent to have accrued significant heritage value.	
i. Former Hororata Hotel	15 Hororata Road, Hororata	c.1871/1886? Damaged 2010 EQ – bar removed and installed in new building 'The Laboratory', Lincoln (c.2015). Still recognisable as 19 th century hotel but lacks authenticity. An archaeological site and notable historic place, which could be identified through signage etc.	
j. Glenroy Community Hall	38 Windwhistle Road, Windwhistle	c.1925 Typical inter-war hall. Contributes to historic character of the district. Insufficient information to support historic heritage significance.	
k. Greendale Domain Memorial Gates	166 Greendale Road, Greendale	South African War, World War I and World War II memorial panels. Unknown date of construction. Should be noted on RMP for Greendale Domain.	
l. Former roadman's hut	West Coast Road, Castle Hill	Possibly relocated? Insufficient information to support heritage significance at this time.	






m. Former Selwyn County Council Office	2538 Bealey Road, Hororata	1913 <i>Public nomination</i> Demolished by SDC late 2017.	
n. Former Malvern Electric Power Board lineyard shed	9 North Terrace, Darfield	1923 [1925 tender for garage and shed?] <i>Public nomination</i> Insufficient evidence to support historic heritage significance.	
o. Former Malvern Electric Power Board office / Selwyn Gallery	19 South Terrace, Darfield	1927 + mid-1960s addition <i>Public nomination</i> Insufficient authenticity and evidence to support heritage significance. <u>Historic cluster with 2 MEPB houses – suggest signage at gallery might be most appropriate way of acknowledging history and character values.</u>	
p. Former Malvern Electric Power Board engineer-secretary's house	2 Thornton Street, Darfield	1927? <i>Public nomination</i> Insufficient evidence to support heritage significance.	
q. Former Malvern Electric Power Board inspector-electrician's house	21 South Terrace, Darfield	1929 <i>Public nomination</i> Insufficient evidence to support heritage significance.	



r. Cottage	6 Tennyson Street, Rolleston	<p><i>Public nomination</i></p> <p>Lacking in authenticity; new fenestration, entrance door, veranda posts, wall cladding etc.</p>	
s. 'Strathlachlan' stable	329 Drain Road, Leeston	<p>c.1880s</p> <p>Stable is noted in record form for homestead (H419) and included in extent of setting for same. Insufficient evidence at this time to schedule as an individual item.</p>	
t. Kowai Pass Domain pavilion	Kowai Pass Reserve, 12 Domain Road, Springfield	<p>Unknown [pre-1940]</p> <p><i>Public nomination</i></p> <p>Historic site (est. 1881) but insufficient evidence at this time to support heritage significance of pavilion.</p>	
u. Hororata Domain Tennis Pavilion		<p>1925</p> <p>Currently intended for removal.</p> <p>Insufficient evidence at this time to support heritage significance of pavilion.</p>	
v. Sheffield WWII Memorial Baths	23-25 West Coast Road, Sheffield	<p>Early 1950s</p> <p>Insufficient evidence to support heritage significance and authenticity has been undermined by concrete block addition to top.</p> <p><u>RECOMMENDATION:</u> Consideration should be given to undertaking sympathetic conservation of the perimeter wall and memorial plaques.</p>	

w. Former Presbyterian Church	17 High Street, Kirwee	1907 (Hall c.1960) Property sold c.2012 and converted to residential use. Insufficient evidence at this time to support heritage significance. Post-1900 date and historic aerials suggests that there are no pre-1900 HNZPTA archaeological values present.	
x. Former Kowai Bush School	561 Kowai Road, Kowai Bush	1912? School operated 1881-1970 at site of Kowai Bush War Memorial; building relocated to site c.1994. Insufficient evidence available at this time to support heritage significance.	
y. Tawera Memorial Hall & Community Centre	21 West Coast Road / SH 73, Springfield	1954 <i>Public nomination</i> Insufficient evidence available at this time to support heritage significance.	
z. Kirwee Hotel / Tavern	Cnr 2 West Coast Road & 1265 Courtenay Road, Kirwee	1878 <i>Public nomination</i> Site has potential archaeological values in view of building's age. Insufficient evidence available at this time to support heritage significance.	
aa. Former All Saints' Anglican Church churchyard	'Ashley Dene' (Lincoln University farm), 663 Bethels Road / cnr Ashley Dene Road, Springston	1864/66-c.1901 (farm purchased by Lincoln in 1909) <i>Public nomination</i> NOT a built heritage item but an archaeological site relating to All Saints' Anglican Church, Burnham Camp (H204).	

		RECOMMENDATION: Site should be confirmed and churchyard should be recorded as an archaeological site.	
bb. St Ambrose's Anglican Church	44-46 Railway Terrace East, Sheffield	1955 Designer unknown Insufficient evidence available at this time to support heritage significance.	
cc. Former Masonic hall / Lodge Malvern No. 230	3070 Coaltrack Road, Coalgate	1928 Insufficient evidence available at this time to support heritage significance.	
dd. Pascoe bach	543 Kowai Road, Kowai Bush	1927 Insufficient evidence available at this time to support heritage significance.	
ee. Former Lake Coleridge Road Board office / cottage?	1036 Coleridge Road, Windwhistle	Unknown (post-1880/1888?) <i>Public nomination</i> Insufficient evidence available at this time to support heritage significance.	
ff. Cottage	40 Hoskyns Road, Rolleston	<i>Public nomination</i> Has been assessed by SDC in the past (2013). Insufficient evidence available at this time to support heritage significance.	

gg. Former Loyal Coleridge Lodge Oddfellows' Hall / Glentunnel Museum	3 Philip Street / 94 Homebush Road, Glentunnel	1908 Insufficient evidence available at this time to support heritage significance. <i>An information sheet has been prepared for this building to assist council with maintaining this council-owned asset.</i>	
hh. Greendale Methodist Church	255 Greendale Road, Greendale	1956-58 Insufficient evidence available at this time to support heritage significance.	
ii. Villa	67 High Street, Southbridge	c.1880? Insufficient evidence available at this time to support heritage significance.	
jj. Southbridge Domain rugby clubrooms	42 St James Street, Southbridge	c.1980? <i>Public nomination</i> Insufficient evidence available at this time to support heritage significance.	
kk. Former Duncan/Donald/Tebay/ Jones house	5 Duncans Road, Hororata	c.1890? <i>2007 public nomination</i> House has historic interest as Truman Banks Jones' res 1911-38 but is not directly connected to Jones' working life and has insufficient architectural authenticity.	

ll. former Wool Research Organisation (WRONZ) building / Ag research building	Cnr Springs Road & Gerald Street, Lincoln	1961-66; Philip King, architect <i>Public nomination</i> Insufficient evidence available at this time to support heritage significance.	
mm. Brick cottage	3 Victoria Street, Glentunnel	c.1885? Possibly built by Thomas Lamport Insufficient evidence available at this time to support heritage significance. <u>NOTED</u> : HNZPT covenant in place to protect historic heritage values.	
nn. Former Motukarara Railway Station	23 Fiddlers Roads, Motukarara	1882 + 1904 Removed from original station site 1962; restored and relocated to current site 2006 Twice moved and now associated with Motukarara Rail Trail. Historic feature but lacking significant heritage values.	
oo. Motukarara Racing grandstand	43 Duck Pond Road, Motukarara	1934 Insufficient evidence available at this time to support heritage significance.	
pp. 'Rockwood' homestead	Darts Road, Darfield	Pre-1882? + ? Historic station dating to 1852. Insufficient evidence available at this time to establish history and heritage significance of the <u>house</u> .	

qq. Lake Coleridge Post Office	Hummocks Road, north of Kowhai Drive intersection, Lake Coleridge	1949/1951? Insufficient evidence available at this time to support heritage significance.	
rr. Lake Coleridge Lodge	114 Hummocks Road, Lake Coleridge	1934 + 1958 + later additions Greatly enlarged post-2000; insufficient authenticity to support heritage values.	

Appendix 3: Protected Trees Schedule

Table 1: Existing District Plan Schedule – all trees to be retained except as specified

Table 2: Nominated Trees

Table 1: Existing District Plan Schedule – all trees to be retained except as specified.

Tree No.	Name / Species	Location	Legal Description	Zone	Map No.	Evaluation Score	Tree Category	Reason for deletion
T01	Strawberry Tree /Arbutus unedo	Presbyterian Church, Lee Street, Southbridge	Lot 1 DP 74959	Liv 1	131	44	B	
T02	Copper Beech /Fagus sylvatica purpurea	45 High Street, Southbridge	PT RS 5861	Liv 1	131	34	B	
T03	English Oak /Quercus robur	45 High Street, Southbridge	PT RS 5861	Liv 1	131	38	B	
T04	Wellingtonia / Sequoiadendron giganteum	67 High Street, Southbridge	LOT 1 DP 49280	Liv 1	131	52	B	
T05	Pin Oak /Quercus palustris	St John Street, Southbridge	PT LOT 19 DP 712	Bus 2	132	34	B	
T06	English Oak /Quercus robur	Broad Street, Southbridge	LOT 1 DP 373810	Liv 1	132	32	B	
T07	Wellingtonia / Sequoiadendron giganteum	St John Street, Southbridge	PT RS 4477	Bus 2	4, 132	40	B	
T09	Common Lime /Tilia x vulgaris	Southbridge School, Hastings Street, Southbridge	LOT 1 DP 80498	Liv 1	4, 131	30	B	
T10	Chinese Poplar /Populus yunnanensis	Southbridge School, Hastings Street, Southbridge	LOT 2 DP 18297	Liv 1	4, 131	34	B	Tree felled
T11	Walnut /Juglans regia	Children's playground, High Street, Southbridge	PT RS 3344,4041	Bus 1	4, 131	32	B	
T12	Golden Ash /Fraxinus excelsior 'jaspidea'	Leeston Park, Leeston	LOT 4 DP 1221	Liv 1	4, 129	36	B	
T13	Pin Oak /Quercus palustris	Leeston Park, Leeston	LOT 6 DP 1221	Liv 1	4, 129	46	B	Tree felled

T14	Common Lime / <i>Tilia x vulgaris</i>	Leeston Park, Leeston	PT LOT 2 DP 1221	Liv 1	4, 129	38	B	
T15	Indian Cedar / <i>Cedrus deodara</i>	St David's Methodist Church, High Street, Leeston	LOT 1 DP 62985	Bus 1	4, 127	48	B	
T16	Indian Cedar / <i>Cedrus deodara</i>	St David's Methodist Church, High Street, Leeston	LOT 1 DP 62985	Bus 1	4, 127	40	B	
T17	Wellingtonia / <i>Sequoiadendron giganteum</i>	Springfield Church, SH 73, Springfield	PT RS 20516	Outer Plains	21, 52	58	B	
T18	Monterey Pine /<i>Pinus radiata</i>	Porter's Pass, 500m from SH 73	RS 33889	High Country	25	48	B	Tree felled
T19	Red Oak / <i>Quercus rubra</i>	All Saints Garrison Church, Burnham	PT RES 1160	Outer Plains	13	48	B	
T20	Red Oak / <i>Quercus rubra</i>	East Corner of Buckleys Rd, Queens Dr	PT RES 1160	Outer Plains	13	54	B	
T21	Monterey Cypress / <i>Cupressus macrocarpa</i>	All Saints Churchyard, Springs Road, Prebbleton	PT LOT 2 DP 27568	Liv 1	14, 122	64	A	
T22	English Oak / <i>Quercus robur</i>	All Saints Churchyard, Springs Road, Prebbleton	PT LOT 2 DP 27568	Liv 1	14, 122	48	B	
T23	English Oak / <i>Quercus robur</i>	All Saints Churchyard, Springs Road, Prebbleton	PT LOT 2 DP 27568	Liv 1	14, 122	56	B	
T24	English Oak / <i>Quercus robur</i>	All Saints Churchyard, Springs Road, Prebbleton	PT LOT 2 DP 27568	Liv 1	14, 122	56	B	
T25	English Oak / <i>Quercus robur</i>	All Saints Churchyard, Springs Road, Prebbleton	PT LOT 2 DP 27568	Liv 1	14, 122	56	B	
T26	English Oak / <i>Quercus robur</i>	All Saints Churchyard, Springs Road, Prebbleton	PT LOT 2 DP 27568	Liv 1	14, 122	56	B	
T27	English Oak / <i>Quercus robur</i>	All Saints Churchyard, Springs Road, Prebbleton	PT LOT 2 DP 27568	Liv 1	14, 122	56	B	
T28	English Oak / <i>Quercus robur</i>	All Saints Churchyard, Springs Road, Prebbleton	PT LOT 2 DP 27568	Liv 1	14, 122	56	B	
T29	English Oak / <i>Quercus robur</i>	Kirwee Monument, Kirwee	PT Coal Tramway Reserve	Outer Plains	4, 84	30	B	

T30	Common Ash /Fraxinus excelsior	Cnr Main South Road & Hororata Dunsandel Road, Dunsandel	Road Reserve	Outer Plains	7, 92	40	B	
T31	Western Yellow Pine/Pinus ponderosa	Sheffield Domain, Sheffield	RS 42314	Outer Plains	36, 53	42	B	
T32	Western Yellow Pine/Pinus ponderosa	Sheffield Domain, Sheffield	RS 42314	Outer Plains	36, 53	42	B	
T33	English Oaks (58)/Quercus robur	Tai Tapu School, School Road,Tai Tapu	LOT 2 DP 301911	Liv 1A	9, 125	40	B	
T34	Wellingtonia / Sequoiadendron giganteum	Darfield primary school, Ross Street, Darfield (Planted 1883)	PT RES 2551	Bus 1	17, 72	46	B	
T35	Wellingtonia / Sequoiadendron giganteum	Darfield primary school, Ross Street, Darfield (Planted 1883)	PT RES 2551	Bus 1	17, 72	46	B	
T36	English Oak /Quercus robur	Darfield War Memorial, Darfield	RS 40645	Bus 1	17,	34	B	
T37	English Oak /Quercus robur	Beethams and Leeston Roads, Doyleston	LOT 1 DP 30700	Outer Plains	4, 120	48	B	
T38	Tasmanian Blue Gum/ Eucalyptus globulus	Cnr Goulds & Lowes Roads, Rolleston	Road Reserve	Liv 1	13, 101	44	B	
T39	Necklace Poplar /Populus x deltoides	Homebush Station, Homebush Road	PT Lot 1 DP 2898	Malvern Hills	16	64	A	
T40	Wellingtonia / Sequoiadendron giganteum	Homebush Station, Homebush Road	PT Lot 1 DP 2898	Malvern Hills	16	70	A	
T41	Douglas Fir/ Psuedotsuga menziesii	Homebush Station, Homebush Road	PT Lot 1 DP 2898	Malvern Hills	16	64	A	
T42	Norway Spruce /Picea abies	Homebush Station, Homebush Road	PT Lot 1 DP 2898	Malvern Hills	16	64	A	
T43	Caucasian Fir /Abies nordmanniana	Homebush Station, Homebush Road	PT Lot 1 DP 2898	Malvern Hills	16	48	B	
T44	Western Hemlock Fir /Tsuga heterophylla	Homebush Station, Homebush Road	PT Lot 1 DP 2898	Malvern Hills	16	80	A	Tree dead standing
T45	Bhutan Pine /Pinus wallichiana	Homebush Station, Homebush Road	PT Lot 1 DP 2898	Malvern Hills	16	72	A	

T46	Monterey Cypress /Cupressus macrocarpa	Homebush Station, Homebush Road	PT Lot 1 DP 2898	Malvern Hills	16	72	A	
T47	Indian Cedar /Cedrus deodara	Homebush Station, Homebush Road	PT Lot 1 DP 2898	Malvern Hills	16	72	A	
T48	Common Lime /Tilia x vulgaris	Homebush Station, Homebush Road	PT Lot 1 DP 2898	Malvern Hills	16	52	B	
T49	Atlas cedar /Cedrus atlantica	Homebush Station, Homebush Road	PT Lot 1 DP 2898	Malvern Hills	16	64	A	
T50	Monterey Cypress /Cupressus macrocarpa	Homebush Station, Homebush Road	PT Lot 1 DP 7925	Malvern Hills	16	104	A	
T51	Monterey Pine /Pinus radiata	Homebush Station, Homebush Road	PT Lot 1 DP 2898	Malvern Hills	16	60	A	
T52	Santa Lucia Fir/Abies bracteata	Adam's Estate, Adams Road, Greendale	PT RS 8795	Outer Plains	12	76	A	
T53	Blue Atlas Cedar/ Cedrus atlantica glauca	Adam's Estate, Adams Road, Greendale	PT RS 8795	Outer Plains	12	36	B	
T54	Wellingtonia/ Sequoiadendron giganteum	Cnr Fitz Place & Edward Street, Lincoln	PT RS 1532	Liv 1	14, 113	52	B	
T55	English Oak /Quercus robur	Cnr Leister Terrace & Edward Street, Lincoln	LOT 1 DP 57207	Liv 1	14, 113	40	B	
T56	English Oak /Quercus robur	On road reserve adjacent to the Liffey Reserve	Road Reserve	Liv 1	14, 113	48	B	
T57	English Oak /Quercus robur	Liffey Reserve, Leinster Terrace	RES 3761	Liv 1	14, 113	48	B	
T58	English Oak /Quercus robur	On road reserve adjacent to the Liffey Reserve	Road Reserve	Liv 1	14, 113	48	B	
T59	English Oak /Quercus robur	On road reserve adjacent to the Liffey Reserve	Road Reserve	Liv 1	14, 113	48	B	
T60	Tasmanian Blue Gum/Eucalyptus globulus	Liffey Reserve, Kildare Terrace	RS 39900	Liv 1	14, 113	36	B	
T61	English Ash /Fraxinus excelsior	Union Church Grounds, James Street, Lincoln	LOT 2 DP 83459	Liv 1	14, 110	60	A	

T62	Big Cone Pine /Pinus coulteri	Terrace Station	LOT 1 DP 400673	Outer Plains	11, 16	54	B	
T63	Manna Gum /Eucalyptus viminalis	Terrace Station	LOT 1 DP 400673	Outer Plains	11, 16	64	A	
T64	Not allocated							
T65	Not allocated							
T66	Algerian Oak/ Quercus canariensis	Terrace Station	LOT 2 DP 400673	Outer Plains	11, 16	76	A	Tree failed during September 2013 gale
T67	White Ash/ Eucalyptus fraxinoides	Homestead shelter belt, Point Farm, Windwhistle	PT LOT 11 DP 3317	Malvern Hills	15	38	B	
T68	Wellingtonia/ Sequoiadendron giganteum	Homestead shelter belt, Point Farm, Windwhistle	PT LOT 11 DP 3317	Malvern Hills	15	39	B	
T69	Field Maple /Acer campestre	Homestead shelter belt, Point Farm, Windwhistle	PT LOT 11 DP 3317	Malvern Hills	15	70	A	
T70	Wellingtonia/ Sequoiadendron giganteum	Homestead shelter belt, Point Farm, Windwhistle	PT LOT 11 DP 3317	Malvern Hills	15	62	A	
T71	Western Yellow Pine/ Pinus ponderosa	Homestead shelter belt, Point Farm, Windwhistle	PT LOT 11 DP 3317	Malvern Hills	15	70	A	
T72	Manna Gum/ Eucalyptus viminalis	Rakaia Terrace Road, Te Pirita	PT LOT 1 DP 15130	Outer Plains	6	52	B	
T73	English Oak /Quercus robur (five trees)	Waihora Park Reserve	SECT 1 SO 18388	Outer Plains	9	36	B	Failed to reach threshold (little amenity and were simply lost in a much larger group of trees)
T74	See folder for tree descriptions	A. E. Hart Arboretum, Lake Coleridge. Upper site.	Lot 1 DP 78849	High Country	19, 51		A	
T75	See folder for tree descriptions	A. E. Hart Arboretum, Lake Coleridge. Lower site.	Lot 1 DP 80128	High Country	19, 51		A	

T76	Wellingtonia/ Sequoiadendron giganteum	Hororata Reserve, behind reflection lake	Res 1589	Outer Plains	16	58	B	
T77	Tasmanian Blue Gum/Eucalyptus globulus	Cnr Halkett and Sandy Knolls Roads	Road Reserve	Outer Plains	18	52	B	
T78	Walnut /Juglans regia	Nesslea, Greendale	Lot 1 DP 59582	Outer Plains	17	80	A	
T79	English Oak /Quercus robur	Gerald Street, Lincoln. Old Bartle property.	PT RS 2724	Bus 1	14, 113	32	B	
T80	English Oak /Quercus robur(21 trees)	River bank, Perymans Rd, Tai Tapu	Road Reserve	Inner Plains	9, 125	42	B	
T81	Tasmanian Blue Gum/Eucalyptus globulus	1197 Shands Road	Lot 1 DP 75442	Inner Plains	13	36	B	
T82	Native Trees Various	Catholic Church, 1981 Telegraph Road, Darfield	PT RS 25014	Liv 1	17, 72	46	B	Trees felled
T83	Monterey Pine /Pinus radiata	High Peak Road, end of Whitecliffs Valley Road.	Road Reserve	High Country	16	58	B	
T84	Blue Atlas Cedar / Cedrus atlantica	Beside Water race (opp Kirwee Tavern) Kirwee	PT Coal Tramway Reserve	Outer Plains	17, 84	36	B	
T85	Tasmanian Blue Gum/Eucalyptus globulus (21 trees)	Old County Depot, St John St, Southbridge	RES 4918	Bus 2	4, 132	44	B	
T86	Tasmanian Blue Gum/Eucalyptus globulus (multiple trees)	Hoskyns Road, between Courtenay and Ansons	RES 2358 SECT 2 SO 4514	Liv 1, Outer Plains	17, 82	44	B	
T87	Monterey Cypress /Cupressus macrocarpa	Pearson Reserve, Banger Road	PT RS 39126	Liv 2	17, 68	40	B	Failed to reach threshold (no particular merit)
T88	Various trees – see file	782 Weedons Road	Lot 1 DP 22179	Inner Plains	13	62	A	
T89	Tasmanian Blue Gum/Eucalyptus globulus	125 Lowes Road, Rolleston	Lot 6 DP 350314	Liv 1	13, 103	34	B	
T90	Tasmanian Blue Gum/Eucalyptus globulus	1055 Newtons Road, Sandy Knolls	Lot 2 DP 415649	Inner Plains	13	44	B	

T91	Monterey Cypress /Cupressus macrocarpa	1055 Newtons Road, Sandy Knolls	Lot 2 DP 415649	Inner Plains	13	44	B	
T92	English Oak/ Quercus robur	188 Adams Road, Greendale	Lot 5 DP 705	Outer Plains	12	52	B	
T93	English Oak /Quercus robur	188 Adams Road, Greendale	Lot 5 DP 705	Outer Plains	12	52	B	
T94	Totara /Podocarpus totara	Old Bowling Green Reserve, Springfield	Lot 8 DP 500	Liv 1	26, 52	36	B	
T95	English Oak /Quercus robur	Old Bowling Green Reserve, Springfield	Lot 8 DP 500	Liv 1	26, 52	38	B	
T96	Kowhai /Sophora microphylla	10 Waimakariri Gorge Road, Waddington	Lot 42 DP 15	Liv 1	22, 54	42	B	
T97	Spanish Fir /Abies pinsapo	10 Waimakariri Gorge Road, Waddington	Lot 42 DP 15	Liv 1	22, 54	62	A	
T98	Douglas Fir /Psuedostuga menziesii (2 trees)	Road reserve adjacent to Lot 1 DP 61202 925 Whitecliffs Road	Road Reserve (unformed)	Malvern Hills	16	42	B	
T99	Wellingtonia/ Sequoiadendron giganteum (5 trees)	Adjacent to site of old Tawera County Council Office/Depot, Springfield Road	Road Reserve	Outer Plains	21	32	B	Trees felled
T100	Wellingtonia/ Sequoiadendron giganteum	Site of old Tawera County Council Office/Depot, Springfield Road	Lot 2 DP 23887	Outer Plains	21	32	B	
T101	Monterey Cypress /Cupressus macrocarpa	Site of old Tawera County Council Office/Depot, Springfield Road	Lot 2 DP 23887	Outer Plains	21	32	B	
T102	Cabbage Tree /Cordyline australis	77 East Belt, Lincoln	Lot 3 DP 74920	Liv 1	14, 113	38	B	
T103	Common Lime /Tilia x vulgaris	Ladbrooks School, Barnes Road	Pt RS 2491	Inner Plains	14	40	B	
T104	English Oak /Quercus robur	Ladbrooks School, Barnes Road	Pt RS 2491	Inner Plains	14	40	B	
T105	Cabbage Tree /Cordyline australis	174 Ridge Road, Greenpark	Lot 2 DP 83716	Outer Plains	9	40	B	Failed to reach threshold (poor condition)
T106	Bhutan Cypress/ Cupressus torulosa	Trinity Church, McLaughlins Road	Pt RS 19215	Liv 1	68	34	B	

T107	English Oak/ Quercus robur (2 Trees)	27 Cairnbrae Drive, Prebbleton	Lot 105 DP 331951	Liv 1A6 (deferred)	14, 121	40	B	
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Table 2: Nominated Trees

Location	Tree	Notes	Assessment	Result
17 Taumutu Road	Kauri	In domestic garden	Reaches threshold for protection	Protect
St James Anglican Church - High Street Southbridge	Oak tree		Reaches threshold for protection	Protect
St Andrews of the Glen Presbyterian - Methodist Church	Oak tree	Potential 'Gallipoli' Tree.	Reaches threshold for protection	Protect
The tree is located on the triangle of land on the NW corner of Springs & Ellesmere Junction Roads roundabout, opposite Lincoln University.	Cedar	Adjacent to road reserve - on private land Plaque reads "This tree was planted to commemorate the 25 years Atlantic Silver Plough contests 15th May 1980" John notes that he had to trim branches and clear away mulch to find the plaque under the tree. There is a photo of the tree being planted, p. 84 in Forrest Wood's book, Lincoln Ploughing Association Inc. The First 131 years 1869-2000. The author notes, 'The tree is planted in a small reserve of Lincoln College property on their corner of Springs Road.'	Reaches threshold for protection	Protect
Faulkner Way, Springfield	Avenue of Ash Trees	Rewi Alley Reserve	Reaches threshold for protection	Protect
Waihora Domain (Motukarara)	Arboretum	The Arboretum is next to the oak trees and was planted at the same time.	This group of trees is linked to and contiguous with the trees that are part of the DOC land adjacent. It contains a range of trees that are linked and display various values. The recommended method of	Do not list

			protection for this as a group/area is through a reserve management plan.	
Rolleston College	Macrocarpa		The tree is located on a designated school site. It is considered inappropriate to list it in the District Plan as there is the potential for conflict with the purpose of the designation.	Do not list
Liffey Reserve, to the east of the Gerald Street bridge	Cornus Controversa 'Variegata', Wedding Cake Tree, and commemorative plaque	Lincoln 150th tree commemoration - planted 2013	Very young tree, does not pass threshold.	Do not list
Sheffield (Sheffield Waddington Gallipoli Memorial)	Oak Trees		Very young trees, do not pass threshold.	Do not list
Foster Park	Various trees in vicinity of old Homestead		The use and development of Foster Park and the homestead is evolving and during the upcoming year a reserve management plan is to be developed to coordinate the management of the land. This is considered to be the most appropriate way to provide consistent management of the trees, together with the wider garden area and the homestead itself within the park.	Do not list
Upper Selwyn Huts	?	Memorial tree celebrating 100 years of the Upper Selwyn Huts being established.	This tree has not been able to be located, and even if located is likely to be too young to have obtained significance.	Do not list
SDC Reserve - St John Street, Southbridge	Blue gums		Already listed in the plan.	Do not list
Cream Can Corner	Blue Gum		Already listed in the plan.	Do not list
Farm of Mr Jim Smith & family who hosted the Contest, Shands Road area.	Unspecified		Tree dead (burnt), only plaque remains.	Do not list

Heritage items and protected trees – communications and engagement summary plan

Key messages

(as of 13 August 2018)

Background

- As part of the Council's review of the current District Plan, the provisions relating to heritage items and protected trees are being reviewed. This means we are looking at currently listed heritage items and protected trees and whether they should remain listed; whether any other items should be added and also whether current policies and rules protecting heritage items need to be updated.
- The current Selwyn District Plan currently lists a total of 156 protected items which are located across both rural and urban areas including all the settlements.
- There are a range of types of currently listed heritage items, including residential, community and commercial buildings, memorials, bridges, military items and a tunnel.
- The protected tree schedule in the current Selwyn District Plan includes a total of 104 listed items, with each item on the list representing a tree or group of trees. The items are located across both rural and urban areas including most of the settlements.
- There are a range of species of trees of varying sizes, evergreen and deciduous, and in varying condition.

Current status

For heritage items

- Summary of current rules:
 - Permitted activity status for the maintenance of any listed heritage building, structure or site.
 - Restricted discretionary activity status for works not covered by maintenance.
 - Discretionary activity status for removal or demolition of any listed heritage building or structure except where it has a "Category I" listing with Heritage New Zealand Pouhere Taonga.
 - Non-complying activity status for removal or demolition of any listed heritage building or structure that has a "Category I" listing with Heritage NZPT.
- Key issues include:
 - Assessment criteria for heritage items being out of date with the best practice and problematic because of potential inconsistency and insufficient research to support the assessment. For example, the use of a quantitative points system is open to legal challenge, and having a two-tier ranking system for scheduled heritage items.
 - Current rules aren't fully effective at protecting heritage items from inappropriate subdivision, use and development
 - The current Plan currently simply lists the item (building, structure, etc.) but the protection for the item does not include the setting in which the item is located.
 - The current Plan doesn't provide for archaeological sites, historic heritage landscapes and the interiors of built heritage items.

For protected trees

- Key issues include:
 - The current assessment methodology used to identify and list trees for protection in the current District Plan does not reflect best practice.

About preferred option

For heritage items

- Key draft changes include:
 - Amending the assessment criteria for heritage items which will include consideration of the heritage item's setting
 - Developing a heritage policy which sets out the threshold for listing a heritage item in the new District Plan.
 - Having one schedule in the District Plan and one set of rules that apply to all listed items regardless of who listed them.
 - Amend the plan objectives, policies and rules to ensure that they reflect best practice.
 - Include a general policy on archaeological sites.

Audiences¹

Internal	Partners	Key stakeholders ²	Landowners /occupiers ³	General public
DPC	ECan	Heritage NZ	Owners/occupiers of currently listed heritage items (includes SDC)	Selwyn ratepayers
Council (Resource Consent Planners, Building, Monitoring and Enforcement, Property and Commercial (trees))	Te Ngāi Tuāhuriri Rūnanga (represented by Mahaanui Kurataiao)	District Historical Societies: Ellesmere Historical Society, Glentunnel Museum, Homebush Stables, Historical Society, Lincoln & Districts Historical Society, Hororata Museum & Cotons Cottage	Owners/occupiers of 'new' heritage items (includes SDC)	News media
	Te Taumutu Rūnanga (represented by Mahaanui Kurataiao)		Owners/occupiers of currently listed protected trees (includes SDC)	Wider public
			Owners/occupiers of 'new' protected trees (includes SDC)	

Legend	High level of interest/ High level of influence ("Manage closely")	High level of interest/ Low level of influence ("Keep informed")	Low level of interest/ high level of influence ("Keep satisfied")	Low level of interest/ Low level of influence ("Watch only")

¹ "...Differing levels and forms of engagement may be required during the varying phases of consideration and decision-making on an issue, and for different community groups or stakeholders. The Council will review the appropriateness and effectiveness of the engagement strategy and methods as the process proceeds." [Significance and Engagement Policy: Adopted 26 November 2014; p.6]

² Key stakeholders are "the organisations requiring engagement and information as the preferred options for the Draft District Plan are being prepared." (District Plan Review Community Engagement Implementation Plan; p.6) Key stakeholders "...will advocate for or against decisions that will need to be made..." and "For the District Plan Review, stakeholders include any party that can influence decisions or be influenced by decisions made on policies or rules." (DPR Engagement Framework)

³ Landowners are "the individuals and businesses that could be affected by the proposed changes in the District Plan." (District Plan Review Community Engagement Implementation Plan; p.6)

- Amend the schedule of listed heritage items (add new items and remove some existing ones so that the new total would be up from 156 to 209). This new schedule reflects the advice of heritage specialist Dr Ann McEwan, following her technical assessments of currently listed heritage items and the ones that have been nominated through public consultation earlier in the year.
- Ensuring that listed heritage items are correctly located on the planning maps.

For protected trees

- Key draft changes include:
 - Assessing trees using the ‘Standard Tree Evaluation Method’ approach. This is the most commonly used evaluation method around New Zealand and is well-regarded throughout the New Zealand arboricultural industry and adopted by many local councils.
 - Applying the same assessment approach to trees on public and private land.
 - Amending the content of all rules to ensure that they align with best practice, are simplified to remove the two categories in the current provisions, and apply appropriate activity status for activities.
 - The rules approach to Harts Arboretum be tailored specifically to the unique values and circumstances of the arboretum.
 - Amending the schedule of protected trees (add new trees and remove some existing ones so that the new total would be slightly down from 104 to 100). This is in accordance with the technical assessment undertaken by Treotech.
 - Ensuring that protected trees are correctly located on the planning maps.

Engagement during review phases

Review phases	Internal	ECan	Rūnanga	Key stakeholders	Landowners/occupiers	General public
Baseline assessments						
Preferred option development						
Preferred option consultation						

2018 communications and engagement key tasks/milestones per month

(more detailed action plans to be developed for each major milestone or as required)

Audiences	Pre-August	August	August/September
Ecan	Consulted with as part of development of the Baseline Planning Assessment	Consulted with as part of the Preferred Options Report	Preferred Option Report and associated supporting documents are shared and feedback sought
Mahaanui	Consulted with as part of development of the Baseline Planning Assessment	Consulted with as part of the Preferred Options Report	Preferred Option Report and associated supporting documents are shared and feedback sought
Key stakeholders	Consulted with as part of development of the Baseline Planning Assessment		Preferred Option Report and associated supporting documents are shared and feedback sought
Current landowners	Advised that Plan Review is underway and will be confirming heritage values of existing items using updated assessment criteria. Invited to meet with Council staff and consultants to discuss any issues they may have		Preferred Option Report and associated supporting documents are shared and feedback sought

Audiences	Pre-August	August	August/September
Nominated landowners	Advised that District Plan Review is underway and that building/structure on their property has been nominated for possible listing in the District Plan, subject to a technical assessment. Invited them to meet with Council staff and consultants to discuss any issues they may have.		Preferred Option Report and associated supporting documents are shared and feedback sought. Advised of the outcome of the technical heritage assessment and what the recommendation of heritage advisor, and the decision of the DPC is with regards to listing their items in the District Plan.
Heritage Item and Protected Trees - Nominators	Acknowledged receipt of nomination. Advised that we will be in touch to report on outcomes of technical heritage assessment.		Advised of the outcomes of the technical heritage assessment and the recommendation of the heritage advisor, and decision of the DPC with regards to listing the nominated items in the District Plan
General public			Preferred Option Report and associated supporting documents are shared and feedback sought during general public consultation as part of district-wide matters
DPC		Preferred option report is shared for endorsement	

8. Preferred Option Report and Communications and Engagement Summary Plan – Water

Author:	Frances Lojkine (Stantec)
Contact:	Rachael Carruthers (347 2833)

Purpose

To brief the Committee on the Preferred Option Report, which provides a summary of the key findings of the *Water Baseline Report*, which sought to evaluate the statutory obligations on Selwyn District Council relating to the management of water and waterbodies in the District.

The attached Communications and Engagement Summary Plan is to inform the Committee of the engagement activities to be undertaken in relation to the 'Water' topic.

Recommendations

“That the Committee notes the report.”

“That the Committee endorses the Preferred Option for ‘Water’ for further development and engagement.”

“That the Committee notes the summary plan.”

Attachments

‘Preferred Option Report for Water’

‘Water – communications and engagement summary plan’

PREFERRED OPTION REPORT TO DISTRICT PLAN COMMITTEE

DATE: 22 August DPC Meeting

TOPIC NAME: Water (NE006)

SCOPE DESCRIPTION: Preferred Option Report for Water

TOPIC LEAD: Rachael Carruthers

PREPARED BY: Frances Lojkin (Stantec New Zealand)

EXECUTIVE SUMMARY

Issue(s)	<ol style="list-style-type: none"> 1. The Resource Management Act 1991 is somewhat ambiguous in terms of the extent to which a District Plan should address water issues 2. The approach in the operative District Plan is too broad, particularly in the Township volume, and runs the risk of being confusing and overlapping with or duplicating regional planning documents 3. Existing provisions in relation to structures that pass over or through the surface of waterbodies, and managing effects of land use on water quality, directly overlap with provisions in the relevant regional planning documents 4. The operative District Plan does not recognise the significance of the restoration programme underway for Te Waihora and so does not support it where it could 5. A consistent approach is needed between Selwyn District and Christchurch City with regard to the management of activities affecting the Hurutini/Halswell River and Te Waihora, both of which cross district boundaries 6. Specified widths for esplanade reserves and strips for public access purposes could be increased in some instances, and the current approach does not recognise the water quality, natural character and ecological benefits of esplanade reserves and strips
Preferred Option	That the water provisions are updated to remove overlaps and duplications with Environment Canterbury regional plans, and that some additional specific provisions are included to address identified issues in the District.
Recommendation to DPC	That the Preferred Option for Water is endorsed for further development (Section 32 and Drafting Phase)

1.0 Introduction

The Water Baseline Report sought to evaluate the statutory obligations on Selwyn District Council relating to the management of water and water bodies in the District (considering as well the obligations that rest with Environment Canterbury), identify particular issues relating to water that are relevant in the District (and could or should be addressed through the proposed District Plan), and assess the effectiveness of the current Operative Selwyn District Plan (District Plan) provisions. The key deliverable of the report was policy and rule options in relation to water resources in the District. A copy of the Water Baseline Report is attached as **Appendix 1**.

Major water resources in Selwyn District include Te Waihora/Lake Ellesmere, rivers such as the Waikirikiri/Selwyn River, Hororata River and parts of the Hurutini/Halswell River which run through the District, the Waimakariri and Rakaia Rivers which border the District, and the significant groundwater resource that underlies the Canterbury Plains.

Water, as a topic, incorporates consideration of more than just these types of waterbodies however. Wetlands and riparian margins for example are also relevant components of the water system in the District, and the effects of water resources in terms of natural hazards such as flooding are also relevant. With the exception of riparian margins, which are addressed in part in the Water Baseline report, these other matters are being addressed by other District Plan workstreams (for example Vegetation Clearance and Ecosystems, and Natural Hazards) and so to avoid duplication are not addressed in the Water Baseline Report.

2.0 Statement of Operative District Plan approach

Objectives, policies, rules and other methods relating to water are spread throughout the District Plan, in both the Township Volume and the Rural Volume. Slightly different approaches are taken in each volume of the District Plan.

In the Township Volume provisions relating to water are contained in two principal sections – B1.2 Water and B1.3 Ecosystems. Occasional references to managing effects of activities on water resources are also contained in provisions relating to such matters as utilities, transport (in relation to road and rail construction) and growth of townships.

Chapter B1.2 sets out the following strategy for addressing issues relating to water in townships:

- requiring any proposed activity to demonstrate that it can be supplied with water supplies, and effluent and stormwater treatment and disposal, without adversely affecting the environment
- requiring activities to have reticulated sewage treatment and disposal where the Regional Council will not issue discharge permits for on-site effluent disposal
- rules to manage effects of activities along the edge of waterbodies – earthworks; structures; hazardous substances

Policies in Chapter B1.2 are divided into four groups:

- general policies that relate to the provision of water supply, effluent and stormwater treatment and disposal systems so that adverse effects on water quality are avoided
- policies in relation to water supplies, which specify the expected quality of water supplies, and the management of sewage collection and treatment to avoid adverse effects on groundwater quality (which is the principal source of drinking water in the district)
- policies covering ‘other’ contaminants – addressing activities on the banks and margins of waterbodies and management of riparian margins (including the creation of esplanade reserves and strips), largely to address water quality issues, but also to maintain and enhance natural character and habitat values
- policies in relation to activities on the surface of waterbodies that specify expectations for structures or moorings that pass across or over the surface of a waterbody to ensure they are constructed in ways that do not adversely affect the other values of waterbodies

Relevant policies are also contained in Chapter B1.3 Ecosystems in relation to protecting wetlands, rivers, streams and their margins from adverse effects on ecological values or natural character from rezoning, subdivision and subsequent activities, and to ensuring the maintenance and enhancement of public access.

Relevant rules in the Township Volume relate primarily to water body setbacks, restricting activities such as earthworks, buildings and tree planting within 20m of the bank of a waterbody, and structures and moorings that pass over or through the surface of any waterbody. Rules in the subdivision and zone chapters relate to water use in servicing allotments, and the creation of esplanade reserves and strips on subdivision.

In contrast to the Township Volume, the Rural Volume outlines a strategy for addressing issues relating to water that focuses on three areas – ground and surface water, riparian margins and waterbodies, and activities on the surface of water. The strategy is more focused than the one contained in the Township Volume and while it appropriately identifies that most of the management of groundwater and surface water is the responsibility of Environment Canterbury, it highlights that the District Plan can contribute by managing activities near waterbodies to reduce the risk of accidental discharges, and by keeping the zones of influence from wells and septic tank discharges within property boundaries. In relation to riparian margins and waterbodies and activities on the surface of water, the strategy is as follows:

- Riparian margins and waterbodies:
 - Provisions to manage activities likely to affect the natural character of riparian margins (earthworks, structures, tree planting and hazardous substances)
 - Policies and rules to create esplanade reserves and strips to protect the natural character of waterbodies
- Activities on the surface of water:
 - Policies and rules to manage the use of motorised craft on small and medium lakes
 - Policies and rules to manage structures across the surface of water and permanent moorings
 - Monitoring activities on the Waimakariri and Rakaia Rivers

Policies in Chapter B1.3 are divided into four groups:

- general policies that express a desire to pursue integrated, catchment based approaches to water management in conjunction with Environment Canterbury, and that acknowledge the need to recognise and provide for the special interests of tangata whenua in relation to water resources
- ground and surface water policies that relate to ensuring sufficient allotment sizes in rural areas to contain water supply and wastewater disposal activities and their effects within each property, and to managing land to protect water resources
- policies in relation to riparian margins – five policies that relate to retention of vegetation, particularly indigenous vegetation; management of grazing in riparian margins; the management of large-scale earthworks, flood protection works, structures or tree planting to avoid riparian margins where possible, and that seek to ensure that where these activities do have to occur in riparian margins legal public access is allowed, introduction of weeds is prevented, effects on natural character are mitigated, and effects on trout and salmon habitat are avoided; and, encouraging landowner and community initiatives to enhance the natural character of riparian margins
- wetlands policies on creating esplanade reserves or strips on waterbodies (not just wetlands) for ecological, cultural, natural character and water quality reasons, managing recreational use of motorised craft on lakes in the District, monitoring activities in the Waimakariri Gorge, and an identical policy to the Township Volume about the management of structures across and on the surface of waterbodies

Policies in Chapter B2.3 provide the framework for creating esplanade reserves and strips for public access purposes.

Relevant rules in the Rural Volume relate primarily to waterbody setbacks, livestock exclusion, activities within riparian margins and activities on the surface of surface waterbodies. Rules in the subdivision and zone chapters relate to water use in servicing allotments, and the creation of esplanade reserves and strips on subdivision.

3.0 Summary of relevant statutory and/or policy context and other background information

3.1 Legislation

Territorial authorities' statutory obligations in relation to water management are contained in a number of pieces of legislation. In terms of the District Plan, the primary direction is provided by the Resource Management Act 1991 (the RMA), where section 31 outlines the functions of territorial authorities. Those relevant to water are:

- 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 (s31(1)(a))
- the control of any actual or potential effects of the use, development, or protection of land...including for a variety of specified purposes (s31(1)(b))

- the control of any actual or potential effects of activities in relation to the surface of water in rivers and lakes
- the control of subdivision (s31(2)) – where provisions cover matters such as requirements for water supply, and wastewater and stormwater disposal for the allotments created.

Regional councils' functions are defined by section 30 of the RMA, which sets out a wider range of functions for regional councils in relation to the management of water resources. Of particular note, there are at least two areas of overlap between the functions of territorial authorities and regional councils with respect to water. First, under section 31(1)(a) and section 30(1)(a) both councils have responsibility for integrated management. The regional council's authority can be considered to be wider because it encompasses the integrated management of natural and physical resources, of which land (and the effects of the use, development or protection of that land by territorial authorities) is one part. There is therefore a clear need for communication and understanding between territorial authorities and regional councils when preparing plans, to ensure that they do not unnecessarily overlap or duplicate.

Second, under section 31(1)(b) and section 30(1)(b) both territorial authorities and regional councils have the function of the preparation of objectives and policies in relation to actual or potential effects of the use, development or protection of land. Where a regional council identifies an issue of regional significance and includes it within the regional policy and planning framework, territorial authorities will need to both avoid overlap and duplication, and also include whatever provisions are necessary in the district plan to give effect to the regional policy statement and not be inconsistent with a relevant regional plan. In addition, under section 30(1)(c) regional councils have the control of the use of land for a number of specified purposes, including the maintenance and enhancement of the quality of water.

Apart from these areas of overlap sections 30 and 31 of the RMA clearly differentiate the functions of territorial authorities and regional councils. The majority of the functions in relation to water rest with regional councils, and provisions in district plans would therefore be expected to be a relatively minor component of the plan framework.

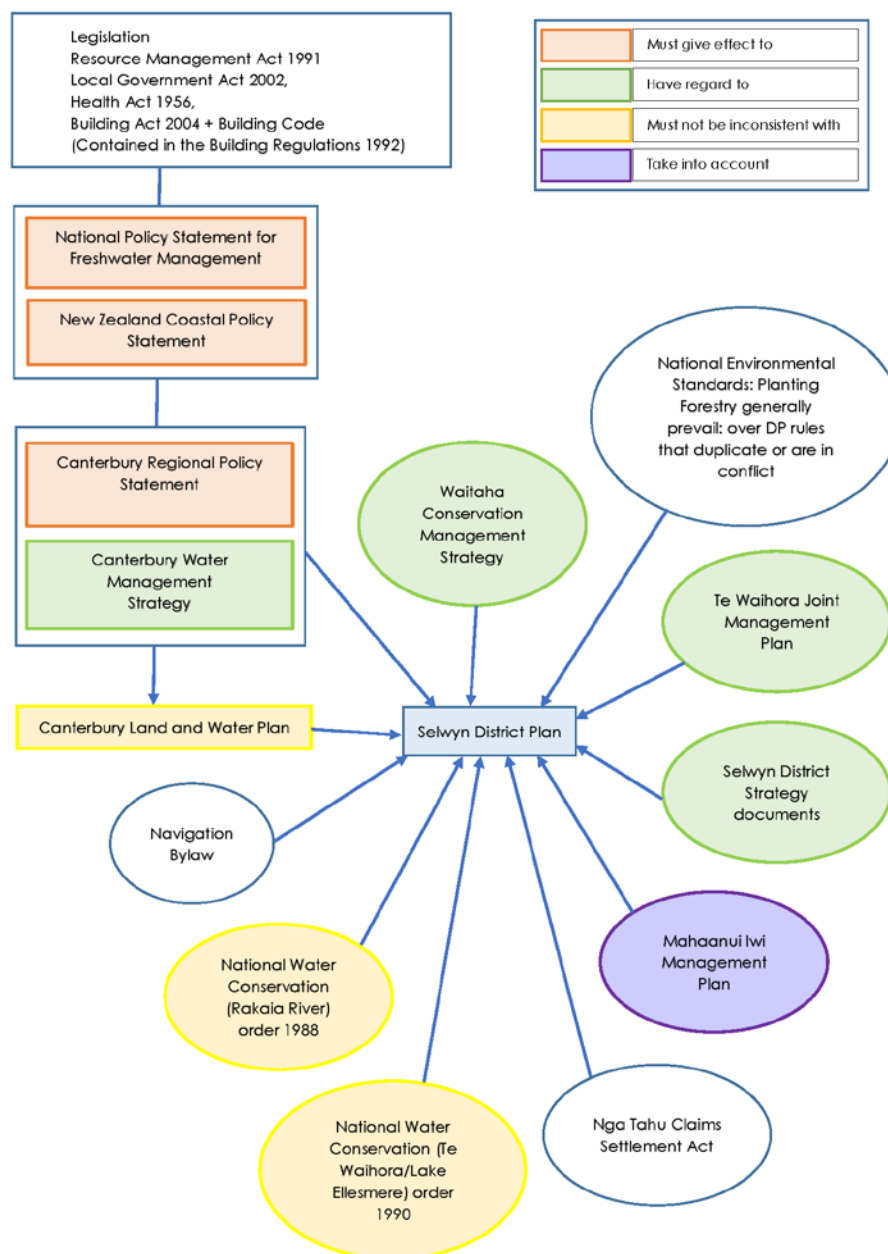
Other legislation of relevance includes:

- the Local Government Act 2002, which defines the purpose of local government as being to, among other things, meet the current and future needs of communities for good quality local infrastructure, and contains provisions in relation to the provision of water services
- the Health Act 1956, which outlines that it is the duty of every local authority to improve, promote and protect public health within its district, including through the provision of public water, sewage collection and disposal, and stormwater collection and disposal services
- the Building Act 2004 and the Building Code, which specify the requirements for provision of water supply, sewerage and stormwater services to buildings

3.2 Statutory documents

Understanding the hierarchy of statutory documents and the effect they each have on the provisions of a District Plan is vital to understanding what must versus what should versus what could be included in a District Plan.

In terms of the Selwyn District Plan a significant number of other documents will have an effect on the provisions relating to water that could be contained in the District Plan, as outlined below.



Section 5 of the Baseline Report provides a detailed analysis of the relevant provisions of each of these documents.

4.0 Summary of alternative management responses – Other Districts

The Scope of Work for NE006 requested that only the two most recent district plans of adjacent councils be reviewed to consider alternative approaches, on the basis that they represent the most up to date approaches to a complex area of overlap between the region's territorial authorities and Environment Canterbury. The Christchurch District Plan and the Proposed Hurunui District Plan were therefore reviewed.

The Christchurch District Plan (the CDP) is an activity based plan, which sets out rules which relate to specific zones (for example the Open Space Water and Margins Zone) and precincts (such as the Avon River Precinct). These zones and precincts have permitted rules relating to a wide range of the typical activities that might occur in the zone, including buildings, parking areas and a range of commercial and open space type activities. Under the General Rules and Procedures chapter of the CDP there are rules relating to water body setbacks which aim to improve water quality, allow riparian planting and improve ecological corridors, minimise flood risk and enable activities and land uses that contribute to the open space character and amenity values of the area. Policies aim for the naturalisation of water bodies and their margins; the appropriate management of setbacks from water bodies; and management of activities in water body setbacks. A schedule of rivers and lakes that are of Ngāi Tahu cultural significance is set out in Appendix 9.5.6 of the CDP, and these connect to rules which manage activities in these areas.

The CDP contains a set of provisions relating specifically to the management of activities around Te Waihora/Lake Ellesmere, including the control of any damming, stopbanking or drainage of any part of the lake outside the bed, controls on the volume of earthworks within the margins of the lake, and rules relating to setbacks for amenity tree planting and permitted commercial fishing.

The Proposed Hurunui District Plan (PHDP) sets out zone rules, site specific rules, and activity rules. In the rural zone, residential zone, and industrial zone there are permitted setback rules for earthworks occurring near rivers and lakes with the setback from lakes being much larger. The PHDP has a specific chapter which relates to access to rivers, lakes and riparian margins, where a number of objectives and policies aim to provide, maintain and enhance public access to freshwater while protecting social, cultural, natural character and environmental values. The objectives and policies also aim to protect wāhi tapu, mahinga kai and other taonga.

The PHDP also has a chapter on fresh water which recognises:

- the relationship of Ngāi Tahu with the district's water resources
- land use activities which have effects on water quality and natural ecosystems
- the ecological, conservation, recreational and cultural values of fresh water

- that the development of land has the potential to affect fresh water resources through demands for drinking or stock water and the discharge of wastewater and stormwater.

5.0 Summary of Issues

5.1 Council's responsibilities and effectiveness of current provisions

In reviewing the current provisions of the District Plan with respect to water some issues and gaps have been identified internally within the Plan, notwithstanding the other statutory documents to which the District Plan needs to relate. Some of these issues and gaps arise as a result of a mismatch between the statutory obligations on Council and the functions of a District Plan, and some result from the passage of time since the District Plan became operative. For example, the water provisions in the Township Volume currently attempt to cover a wide range of matters, without necessarily considering whether it is necessary for the District Plan to address those matters. There is also a lack of identification of clear differences in urban and rural issues with respect to water, and while some issues will be relevant to both towns and rural areas, the Township Volume fails to identify specific issues for water resources in township areas. As an example, the current provisions in relation to natural character of waterbodies in townships, and public access, appear to just repeat the relevant sections of Part 2 of the RMA rather than setting out an approach to address issues.

Mana whenua interests in water in townships, while identified as an issue in Chapter A4.2, is not carried through to identifiable policies in the Township Volume (apart from generic policies about cultural values, wāhi tapu and wāhi taonga).

Policies and rules in the Rural Volume could be refined further to recognise Environment Canterbury's requirement for Farm Environment Plans under the Canterbury Land and Water Regional Plan, the matters that these plans cover and the existing buffer zone rules in the Canterbury Land and Water Regional Plan so that proposed District Plan rules fill gaps rather than accidentally duplicating the approach. The approach of the District Plan is unfocused in terms of its references to managing land and pursuing integrated management in order to address effects on water resources. The policy approach also does not appear to have support through the District Plan rule framework or through meaningful non-regulatory methods. Problematically, the current approach also runs the risk of substantial and confusing overlap with the work that Environment Canterbury is doing through the Canterbury Land and Water Regional Plan.

5.2 Overlaps

Both the Township Volume and the Rural Volume of the District Plan contain policies and rules in relation to structures that cross over or through the surface of a waterbody. While Selwyn District Council does have the jurisdiction to control activities on land, and the beds of waterbodies are considered to be land under the RMA, these policies and rules represent a clear overlap with Environment Canterbury functions and appear not to cover any additional matters to those addressed under the Canterbury Land and Water Regional Plan. Consistent with section

13 of the RMA, the primary function for the management of activities in the beds of lakes and rivers rests with regional councils, and the District Plan should avoid overlaps with regional planning documents.

References to the management of land use activities to address effects on water are also a direct overlap with Environment Canterbury functions. The Regional Policy Statement, Canterbury Water Management Strategy and Canterbury Land and Water Regional Plan have all focused on the issue of the effects of land use on water quality (and to an extent quantity) and it has clearly therefore been identified as an issue of regional significance under section 30(1)(b) of the RMA. In this context, the District Plan should integrate with, rather than duplicate, the regional planning instruments. Earthworks management has been identified in consultation with Environment Canterbury as a specific matter that the District Plan should address, but this is covered in the Earthworks topic for the District Plan review.

For those waterbodies close to the coast, there will be an overlap between issues raised through the Water Baseline report and issues identified in the Coastal Environment topic, in relation to those parts of waterbodies that fall within the coastal environment.

5.3 Consistency with statutory documents and gaps

There is an obvious gap in the District Plan with respect to the management of Te Waihora/Lake Ellesmere, where significant initiatives to improve lake water quality have been launched since the District Plan became operative. The Te Waihora Joint Management Plan and the Selwyn-Waihora Zone Implementation Plan and its Addendum focus on improving the lake and its catchment, but the District Plan provisions do not currently explicitly recognise the issue.

Public access and management of activities in riparian margins are also key matters that can be covered by the District Plan in order to be consistent with the requirements of the Regional Policy Statement, while avoiding duplication of provisions in the regional planning documents.

There is clearly a need, based on the Mahaanui Iwi Management Plan, the Ngāi Tahu Freshwater Policy and the Te Waihora Joint Management Plan, to appropriately reflect tangata whenua issues and concerns in any District Plan provisions concerning water.

5.4 Consistency with neighbouring district plans

Currently, the same general approach is taken to managing effects on water resources across Selwyn, Christchurch and Hurunui Districts. The clearest need for consistency is with Christchurch City Council where the Hurutini/Halswell River is located in both districts and both districts border Te Waihora.

5.5 Esplanade reserves and strips

Discussions with stakeholders to date have confirmed that the waterbodies listed in Appendices 12 and 17 of the District Plan (which define waterbodies to which esplanade reserve and esplanade strip provisions will apply on subdivision) continue to be appropriate.

The Department of Conservation and Fish and Game have identified that the width of esplanade reserves or strips, and the particular instrument specified for each reach of the Hororata and Waikirikiri/Selwyn Rivers should be reviewed to ensure that they remain appropriate, or that they should be widened. Waterbodies are also currently only specified as having esplanade reserve or esplanade strip requirements for public access reasons, but these instruments can also be useful to achieve benefits for water quality, natural character, ecological values and cultural values. The current policy approach in the District Plan supports the need to provide for riparian buffer zones for these purposes, but it is not provided for as explicitly in the rule framework as the reserves and strips for public access purposes are.

6.0 Summary of stakeholder engagement on baseline report

Meetings were held with Environment Canterbury, Mahaanui Kurataio Limited, the Department of Conservation and Fish and Game (North Canterbury) to discuss issues and concerns in relation to the management of water resources in Selwyn District, and to discuss the waterbodies identified for the provision of public access in Appendices 12 and 17 of the District Plan.

Environment Canterbury noted that the Canterbury Land and Water Regional Plan largely covers the issue of the effects of land use on water quality, and that Farm Environment Plans are a useful tool, required by resource consents, to address many of the activities of concern. A number of specific issues of concern for the Selwyn-Waihora and Christchurch-West Melton Zone Committees were also noted, as outline in the Water Baseline report.

A discussion on waterbodies to which esplanade reserve or esplanade strip provisions should apply and that should be listed as applying in appendices to the District Plan was held with Mahaanui Kurataio Ltd, the Department of Conservation and Fish and Game. The results of that discussion are outlined in section 5.5 above.

A full record of the consultation with stakeholders is contained in the Water Baseline Report.

A draft of the Water Baseline Report was circulated to all of the stakeholders who had been contacted initially for input. Further feedback was received from the Department of Conservation (noting potential overlaps between the Water topic and the Coastal Environment and Natural Hazard topics with respect to management of Te Waihora, particularly in relation to climate change; and expressing concern about agricultural encroachment close to braided river beds) and Environment Canterbury (supporting both the integration of District Plan and regional planning document provisions and the elevation of Te Waihora as an issue to be addressed in the District Plan).

7.0 Summary of Options to address Issues

For each of the options considered in this section it is important to note that the draft National Planning Standards district plan structure standard would result in provisions in relation to water

sitting within the 'natural environmental values' chapter. The wide-ranging nature of the issues relevant to management of water resources in the Selwyn District means that a separate section for water provisions should be included within this chapter.

7.1 OPTION 1 – MAINTAIN STATUS QUO

Under this option, the existing approach of somewhat unfocused provisions for some matters relevant to water resources, areas of overlap with regional planning documents, and repetition of the approach in each zone (with some adjustment to recognise differences between the Townships and Rural zones), would be maintained.

Effectiveness in Addressing Issue:

A rollover of the current provisions would continue the issues identified in Section 5 of this report, and is therefore considered ineffective.

Risks:

There would be a significant lost opportunity to improve the efficiency and effectiveness of management of water resources in the District if the existing provisions were rolled over.

Budget or Time Implications:

This would be the most cost and time efficient option in the short term for the Council, but rolling over the existing provisions will result in costs for resource users where provisions duplicate Environment Canterbury provisions (particularly in relation to management of activities in close proximity to waterbodies, and for structures that cross over or through the surface of surface waterbodies) and potential environmental costs where issues relating to water are not appropriately managed by the District Plan.

Stakeholder and Community Interests:

Ngāi Tahu, Department of Conservation, Fish and Game, Federated Farmers, non-governmental organisations with an interest in water management, wider Selwyn community.

Recommendation:

Do not maintain the status quo.

7.2 OPTION 2 – UPDATE WATER PROVISIONS TO ADDRESS AREAS OF OVERLAP AND DUPLICATION

Under this option, objectives, policies and methods (including rules) would be updated to remove areas of overlap and duplication, and to tighten and focus them so that they relate more specifically to functions of the Selwyn District Council. The waterbodies to which esplanade reserves and strips apply would also be reviewed, and width of reserves or strips and the particular instrument for each waterbody adjusted as necessary.

Effectiveness in Addressing Issue:

Updating the provisions to remove overlaps and duplications would result in a more effective plan framework, but would not necessarily address specific water issues in the District that have been identified in the Baseline report.

Risks:

The principal risk with this option is that issues relating to water in the District that have arisen since the District Plan became operative would not be appropriately addressed, and that adverse effects on the District's water resources would result.

Budget or Time Implications:

This option will incur some time and cost to Council in preparation of an updated set of provisions.

Costs and time for resource users will be reduced over Option 1, through the reduction of duplication and overlaps with regional planning documents.

Stakeholder and Community Interests:

Ngāi Tahu, Department of Conservation, Fish and Game, Federated Farmers, non-governmental organisations with an interest in water management, wider Selwyn community.

Recommendation:

Do not proceed with only updating the provisions to address areas of overlap and duplication, as specific issues in relation to water resources in District may not be addressed.

7.3 OPTION 3 – COMPREHENSIVE UPDATE OF WATER PROVISIONS

Under this option the water provisions would be re-written, to remove overlap and duplication and to tailor them to both issues that are within the Selwyn District Council's jurisdiction and to specific issues identified with the management of water resources in Selwyn District.

Effectiveness in Addressing Issue:

Undertaking a complete update of the water provisions would result in a comprehensive and effective District Plan approach to the management of water resources in the District.

Risks:

Undertaking a comprehensive review would be complex, because of the number of different statutory planning documents involved and the number of different organisations with jurisdiction, each with different responsibilities. Charting exactly Selwyn District Council's responsibilities through this web of documents and organisations will require detailed work and the potential for errors remains. The risk is therefore that District Plan provisions would result that are too complex and go too far in the context of the issues present in the District.

Budget or Time Implications:

A comprehensive review is likely to be time consuming, and would be the most costly of the options identified in this Preferred Option report because of the level of detailed analysis required.

Stakeholder and Community Interests:

Ngāi Tahu, Department of Conservation, Fish and Game, Federated Farmers, non-governmental organisations with an interest in water management, wider Selwyn community.

Recommendation:

While undertaking a comprehensive review would result in truly fit-for-purpose plan provisions, and eliminate overlaps with Environment Canterbury plans and policies, the level and complexity of work required to achieve this is not justified by the scale of issues occurring in Selwyn District. It is therefore recommended that Option 3 not be proceeded with.

7.4 OPTION 4 – UPDATE WATER PROVISIONS TO ADDRESS AREAS OF OVERLAP AND DUPLICATION AND INCLUDE NEW PROVISIONS TO ADDRESS SPECIFIC SIGNIFICANT ISSUES

Under this option existing objectives, policies and methods (including rules) would be updated to remove areas of overlap and duplication, and to tighten and focus them so that they relate more specifically to functions of the Selwyn District Council. The waterbodies to which esplanade reserves and strips apply would also be reviewed, and the width of reserves or strips and the particular instrument for each waterbody adjusted as necessary. In addition, provisions would be developed for specific water issues in Selwyn District that are considered to be of sufficient significance that the District Plan needs to address them.

Effectiveness in Addressing Issue:

Undertaking an update of the water provisions would result in an effective District Plan approach to the management of water resources in the District. Proposed changes to the current District Plan approach would be to:

- focus the Township strategy on managing water quality effects of land use development adjacent to rivers and streams, and maintaining natural character, ecological values and amenity values of streams and rivers close to or in Townships. The existing objectives and policies in relation to these matters need to be tightened and focused to give effect to this
- provide a cross-reference in the Water chapter to water supply and sewerage disposal for residential development, and stormwater management for new residential development, which are to be dealt with in other parts of the Plan, and move the relevant objectives and policies to other sections of the Plan
- maintain the current focus of the Rural volume strategy, but include additional policy and rule support for the improvement of Te Waihora, including for example:

- rules to reflect the requirements of the National Water Conservation (Te Waihora/Lake Ellesmere) Order 1990 in relation to drainage or reclamation of the bed of the lake
- policies and rules to provide further support for riparian management in the Cultural Landscape/Values Management Area identified in the Canterbury Land and Water Regional Plan (which includes a 'lake area' adjacent to the lake itself, and a 'river area', a 20m strip on each side of a series of identified rivers and streams)
- policies and rules to enable the lake restoration activities anticipated by Policy 11.4.20 of the Canterbury Land and Water Regional Plan
- policies and rules to enable the catchment restoration activities (such as those to protect springheads, and protect, establish or enhance riparian margins) anticipated by Policy 11.4.21 of the Canterbury Land and Water Regional Plan
- policies and rules to enable the managed aquifer recharge and targeted stream augmentation anticipated by Policy 11.4.22 of the Canterbury Land and Water Regional Plan
- consider widening the esplanade reserves/strips as requested by DOC (subject to an analysis of both the costs of this on adjoining landowners and the requirements of the Council's Open Spaces Strategy)
- clearly identify matters that are the primary responsibility of Environment Canterbury (for example, management of the effects of land use on water quality, management of activities in the beds of lakes and rivers) or are addressed by other SDC strategies or bylaws (such as the Stormwater and Drainage Bylaw 2018) and direct District Plan users to the appropriate regional planning documents.

Risks:

Undertaking an update is likely to address the major issues with the current provisions in a streamlined and focused way. There is a small risk that issues that should be addressed by the District Plan are missed by undertaking a focused, rather than comprehensive, update, but this risk can be mitigated through careful drafting, and through the public and stakeholder consultation process.

Budget or Time Implications:

An update of the current District Plan provisions relating to water will result in some cost for the Council in preparing new provisions, but will not be as time consuming as a comprehensive update.

Stakeholder and Community Interests:

Ngāi Tahu, Department of Conservation, Fish and Game, Federated Farmers, non-governmental organisations with an interest in water management, wider Selwyn community.

Recommendation:

Option 4 will deliver water provisions for the District Plan that are updated and appropriately targeted. While they will not be as precisely focused as they could be under Option 3, Option 4

represents an appropriate balance between effort and outcomes achieved for water provisions, and is the best option to implement.

8.0 Stakeholder feedback on preferred option

A copy of the draft Preferred Option Report was provided to each of the organisations who had been consulted with during the preparation of the Baseline Report. The following feedback was provided:

- Environment Canterbury supported Options 3 and 4, noting that while Option 3 would provide the most comprehensive update of the District Plan, the reasons for not selecting it were understood and Option 4 was still supported. Environment Canterbury offered ongoing support with the development of the Water topic, particularly in relation to resolving any overlaps or duplication of the regional planning framework;
- Mahaanui Kurataio Limited advised that Ngā Rūnanga were happy with the recommendation to pursue Option 4 and had a desire to be actively engaged in the District Plan review with respect to water;
- The Department of Conservation reiterated concerns about the inland migration of Te Waihora lake levels as a result of climate change and rising sea levels and the management of the effects of this on both land and wetland ecosystems. Option 4 as described above includes strengthening the District Plan provisions to address management of Te Waihora, and the matter raised by the Department of Conservation will be considered as part of this, to the extent that it can while remaining within the scope of a District Plan. The Department of Conservation also raised concerns about the encroachment of land use onto the flood plains of rivers and the difficulty in establishing where the flood plain is. Staff anticipate that an upcoming plan change from Environment Canterbury to the Canterbury Land and Water Regional Plan is likely to address this matter, and provisions for the proposed District Plan should be considered in light of this;
- Fish and Game was reasonably comfortable with Option 4, and noted that the approach to update and target specific areas in the Operative District Plan that needed attention made sense. Fish and Game would like to see more plan emphasis on managing activities (such as removal of riparian vegetation, increasing stocking levels and winter grazing) adjacent to hill and high country lakes, rivers and streams, particularly around spawning sites and catchment areas immediately above and below these sites. Fish and Game identified that further analysis of additional requirements for addressing recreation and amenity values was needed, as the current analysis was light. The matters raised by Fish and Game fall within the summary of changes proposed as part of Option 4 above.

The draft Preferred Option report was also sent to Selwyn District Council's Asset Managers for water and open space for comment. No particular concerns were identified with the preferred option, but the Asset Managers noted that they were keen to remain involved in the development of provisions in relation to:

- riparian margins and public access – where the Open Spaces Strategy would be relevant to making esplanade reserves wider or the creation of reserves for reasons other than public access, and where the financial and operational implications for Council of esplanade reserves and restrictions on works in riparian margins should be considered
- vegetation clearance
- Te Waihora – particularly in relation to managing the existing land drainage network
- reducing duplication – including through reference to the Selwyn District Council Stormwater and Drainage Bylaw 2018, which addresses a number of matters relevant to the management of waterways
- water quality – and ensuring potable drinking water is able to be provided

The Asset Managers noted that they retained a general interest in the rules that will be drafted for the Proposed District Plan, as a number of asset management activities take place in the margins and beds of lakes and rivers, and new provisions should not negatively affect to the ability for these activities to be maintained and operated.

9.0 Preferred Option for further engagement

The Project Team recommends that Option 4 as outlined in section 7 above is endorsed by Council for further development.

NE006 Water – communications and engagement summary plan

Key messages

(as of 13 August 2018)

Background

- As part of the Selwyn District Plan Review policies and rules in the current District Plan relating to the management of water and waterbodies in the district are also being reviewed.
- Major water resources in the Selwyn district include Te Waihora/Lake Ellesmere, rivers such as the Waikirikiri/Selwyn River, Hororata River and parts of the Hurutini/Halswell River, the Waimakariri and Rakaia Rivers which border the district, and the significant groundwater that underlies the Canterbury Plains.
- The Resource Management Act 1991 is somewhat ambiguous about the extent to which a District Plan should address water issues.
- Most of the management of groundwater and surface water is the responsibility of Environment Canterbury. However, the District Plan can help by managing activities near waterbodies to reduce the risk of accidental discharges, and by keeping the protected areas around wells and septic tank discharges within property boundaries.

Current status

- Relevant rules currently relate primarily to waterbody setbacks, restricting activities such as earthworks, buildings and tree planting within 20 metres of the bank of a waterbody, and structures and moorings that pass over or through the surface of any waterbody. Rules in the subdivision and zone chapters relate to water use in servicing allotments, and the creation of esplanade reserves and strips on subdivision.
- Key issues include:
 - The approach in the current District Plan is too broad and runs the risk of being confusing and overlapping with or duplicating regional planning documents. For example, existing rules for structures that pass over or through the surface of waterbodies, and managing effects of land use on water quality, directly overlap with Environment Canterbury functions.
 - The current District Plan does not recognise the significance of the restoration programme underway for Te Waihora/Lake Ellesmere and so does not support it where it could.
 - A consistent approach is needed between Selwyn and Christchurch councils for the management of activities affecting the Hurutini/Halswell River and Te Waihora/Lake Ellesmere, both of which cross district boundaries.
 - Specified widths for esplanade² reserves and strips for public access purposes could be increased in some instances as the current approach does not recognise the water quality, natural character and ecological and cultural benefits of esplanade reserves and strips.

About preferred option

- Key draft changes include:
 - updating existing rules to remove areas of overlap and duplication with the regional council's functions, and to tighten and focus rules so that they relate more specifically to the local council's functions.
 - developing new rules for specific water issues in Selwyn district that are considered to be of sufficient significance. For example, develop rules to support the restoration of Te Waihora/Lake Ellesmere such as supporting the re-establishment of aquatic plants and lake margin wetlands, and managing drainage or reclamation in accordance with the National Water Conservation Order.
 - reviewing the current list of waterbodies to which esplanade reserves and esplanade strips apply when subdividing land. The review is to confirm the type of protection and width appropriate for each identified location.
 - clearly identifying matters that are primarily the responsibility of Environment Canterbury (for example, management of the effects of land use on water quality, management of activities in the beds of lakes and rivers) and direct District Plan users to the appropriate regional planning documents.

Audiences¹

Internal	Partners	Key stakeholders ³	Landowners /occupiers ⁴	General public
DPC	ECan	Department of Conservation	[N/A]	Selwyn ratepayers
SDC resource consent team	Te Ngāi Tuāhuriri Rūnanga (represented by Mahaanui Kurataiao)	Fish & Game		News media
SDC Asset Managers – Water Services, Open Space and Property	Te Taumutu Rūnanga (represented by Mahaanui Kurataiao)	Federated Farmers		Wider public
		Horticulture NZ		
		Selwyn-Waihora and Christchurch-West Melton Zone Committees		

Legend	High level of interest/ High level of influence ("Manage closely")	High level of interest/ Low level of influence ("Keep informed")	Low level of interest/ high level of influence ("Keep satisfied")	Low level of interest/ Low level of influence ("Watch only")

¹ "...Differing levels and forms of engagement may be required during the varying phases of consideration and decision-making on an issue, and for different community groups or stakeholders. The Council will review the appropriateness and effectiveness of the engagement strategy and methods as the process proceeds." [*Significance and Engagement Policy: Adopted 26 November 2014; p.6*]

² Esplanade reserves, esplanade strips and access strips are statutory mechanisms to protect riparian and coastal margins. Riparian margins are strips of land identified along the edges of natural watercourses including streams, lakes and wetlands. The protection of these margins helps to conserve environmental values and provides opportunities for public access and recreational use, as provided for in the Resource Management Act (RMA).

³ Key stakeholders are "the organisations requiring engagement and information as the preferred options for the Draft District Plan are being prepared." (*District Plan Review Community Engagement Implementation Plan; p.6*) Key stakeholders "...will advocate for or against decisions that will need to be made..." and "For the District Plan Review, stakeholders include any party that can influence decisions or be influenced by decisions made on policies or rules." (*DPR Engagement Framework*)

⁴ Landowners are "the individuals and businesses that could be affected by the proposed changes in the District Plan." (*District Plan Review Community Engagement Implementation Plan; p.6*)

Engagement during review phases

Review phases	Internal	ECan	Rūnanga	Key stakeholders	Landowners/occupiers	General public
Baseline assessments				DOC, Fish & Game		
Preferred option development				DOC, Fish & Game		
Preferred option consultation						

2018 communications and engagement key tasks/milestones per month

(more detailed action plans to be developed for each major milestone or as required)

Audiences	Pre-August	August	August/September ⁵
ECan	Consulted with as part of the Baseline assessment	Preferred option report is shared and feedback sought	Preferred Option Report and associated supporting documents are shared and feedback sought
Rūnanga	Consulted with as part of the Baseline assessment	Preferred option report is shared and feedback sought	Preferred Option Report and associated supporting documents are shared and feedback sought
Key stakeholders	DOC & Fish and Game consulted with as part of the Baseline assessment	Preferred option report is shared with DOC and Fish & Game and feedback sought	Preferred Option Report and associated supporting documents are shared and feedback sought
Landowners/occupiers			[as part of general public consultation]
General public			General consultation as part of district-wide matters
DPC			Preferred option report goes to DPC for endorsement

⁵ This plan covers period until public pre-notification consultation on preferred options starts.

9. Update and Preferred Options Report and Communications and Engagement Summary Plan – Transport

Author:	Craig Friedel (Harrison Grierson)
Contact:	Vicki Barker (021 354 366)

Purpose

To brief the Committee on the Update and Preferred Options Report, which has been prepared using the Baseline Transport Report prepared by Abley Transportation Consultants and Jasmax Consultants Ltd covering transport engineering and urban design disciplines.

The attached Communications and Engagement Summary Plan is to inform the Committee of the engagement activities to be undertaken in relation to the 'Transport' topic.

Recommendations

“That the Committee notes the report, including the update on car parking management.”

“That the Committee endorses:

- ***the approach to address car parking management (Section 5.0); and***
- ***the Preferred Options for ‘Transport’ for further development and engagement.”***

“That the Committee notes the summary plan.”

Attachments

'Update and Preferred Options Report for Transport'

'Transport – communications and engagement summary plan'

UPDATE AND PREFERRED OPTIONS REPORT TO DISTRICT PLAN COMMITTEE

DATE: DPC Meeting - 22 August 2018

TOPIC: District Wide - Transport

SCOPE DESCRIPTION: Update and Preferred Options for Transport (DW209)

TOPIC LEAD: Vicki Barker

PREPARED BY: Craig Friedel, Consultant Planner, using the Transport Baseline Report prepared by Abley and Jasmax Consultants

EXECUTIVE SUMMARY

<i>Issue(s)</i>	<ol style="list-style-type: none"> 1. <i>Appropriate methods for managing activities in road reserve need to be determined;</i> 2. <i>There are no provisions requiring Integrated Transport Assessments;</i> 3. <i>Transport networks need to better recognise local character and amenity values;</i> 4. <i>Modal shift needs to be more actively promoted;</i> 5. <i>Car parking management in town centres is failing to promote efficient land use and positive economic and community outcomes; and</i> 6. <i>Clear referencing of external documents is needed.</i>
<i>Update</i>	<p><i>To Update the Committee on the following Transport Issue:</i></p> <ul style="list-style-type: none"> • <i>Car parking management.</i>
<i>Preferred Options</i>	<p><i>In summary, the recommended Preferred Options for further development are:</i></p> <ul style="list-style-type: none"> • <i>Management of road reserves – Option 2: Roads continue to be managed as a Utility and subject to the centreline zoning, but the Utility rules are amended to detail what activities are permitted and to clarify what zone applies to whom.</i> • <i>Land use and transport integration – Option 6: Require Integrated Transport Assessments based on the scale of activities and for these requirements to be reflected in objectives and policies to achieve integrated land use and transport outcomes.</i> • <i>Street design - Option 2: Increase the minimum widths for the Local Minor and Local Intermediate Road categories and develop assessment matters to evaluate applications seeking narrower widths.</i> • <i>Vehicle crossing widths - Option 2: Reduce the maximum vehicle crossing widths in medium density areas and include controls where sections are less than 15m wide.</i>

	<ul style="list-style-type: none"> • <i>Footpaths - Option 2: Require two-sided footpaths on all Local Roads (where provided for within the legal road width) and develop assessment matters to evaluate the appropriateness of single-sided footpaths.</i> • <i>Walkable blocks - Option 2: Include subdivision performance standards requiring blocks with an 800m maximum perimeter.</i> • <i>Cul de sac design - Option 3: Retain the maximum 150m length and no cul de sac at the end of a cul de sac and require a line of sight to the adjoining street (where topographical constraints and existing networks allow).</i> • <i>Cycle parking rates - Option 2: Develop activity-based cycle parking rates using floor area and to cater for both long and short-term needs.</i> • <i>Cycle parking design and location – Option 2: Develop rules to establish the location and design of cycle parking facilities, including the incorporation of some Engineering Code of Practice requirements.</i> • <i>Public transport - Option 2: Include objectives and policies that support public transport outcomes and signal the need for Council to consider specific public transport facilities.</i>
<i>Recommendations to DPC</i>	<p><i>That the Update on the car parking Issue is received, the approach outlined in Section 5.0 is endorsed and Preferred Options are presented once the work streams have been completed.</i></p> <p><i>That the Preferred Options for District Wide – Transport outlined in Section 6.0 for the remaining Issues are endorsed for further development (including targeted stakeholder engagement, Section 32 analysis and Drafting Phase).</i></p>
<i>DPC Decision</i>	

1.0 Introduction

Abley Transportation Consultants (Abley) and Jasmax Consultants Limited (JCL) were engaged to prepare a single integrated Transport Baseline Report that covers the transport engineering and urban design disciplines.

A link to the Transport Baseline Report (DW009) is contained in **Appendix 1**.

1.1 Update

This report provides an Update on progress with the car parking management Issue of the Transport Topic (Section 5.0). This Issue has been evaluated and preliminary recommendations included in the Transport Baseline Report. However, additional work and co-ordination is required before Preferred Options can be presented to the District Plan Committee for consideration.

This Update provides an overview of:

- The work undertaken to date, including the statutory context, best practice review, Issues analysis and interdependencies with other Topics and work streams; and
- The proposed next steps and indicative timelines for undertaking the balance of the work.

1.2 Preferred Options

This report presents the Preferred Options for the remaining prioritised Issues (Section 6.0), which include:

- Road reserve management - Managing activities being carried out in road reserves;
- Integrated land use and transport outcomes - Determining when Integrated Transport Assessments (ITAs) are required and to support these with objectives and policies;
- Amenity and character - Street design (Local Minor and Local Intermediate road widths), vehicle crossing widths;
- Supporting active modes of travel – Footpath provision, promoting walkable blocks, managing cul de sac design, cycle parking rates, cycle parking location and design and supporting the use of public transport; and
- Referencing external documents - Prioritise what is managed within the Proposed District Plan (the Proposed Plan), while ensuring appropriate outcomes and levels of service continue to be delivered.

2.0 Summary of Issues

2.1 Overview

The Transport Baseline Report is one of the key steps in reviewing the effectiveness of the transport provisions in the Operative Selwyn District Plan (the Plan).

The methodology for preparing the Transport Baseline Report included desk-top reviews and analysis of a Strength, Weakness, Opportunities and Threat (SWOT) assessment prepared by SDC staff. It also included two workshops facilitated by Abley that involved key Council staff and

strategic partners (including officers and advisors from Environment Canterbury, New Zealand Transport Agency (NZTA) and input from Mahaanui Kurataiao Limited. Further detail on the engagement that has been undertaken is documented in Section 7.0.

The Transport Baseline Report covers the following matters:

- An overview of land transport management across the district;
- How transport networks and outcomes are currently managed in the Plan;
- The statutory background that needs to be accounted for when reviewing the Plan;
- Neighbouring and best practice district plan reviews; and
- Issues based assessments and options analysis on transport themes summarised in [Table 1](#) below.

2.2 Issues

The Transport Baseline Report makes recommendations on the prioritised Issues, which are outlined in [Table 1](#) below:

Table 1: Baseline assessment Issues and recommendations

Theme	Issue
Road reserve management	Determining the need to control activities in road reserve, while avoiding unnecessary consenting requirements
Integrating land use and transport	ITAs to manage the effects of activities on the wider transport network and policy to support this
Amenity and character	Street design and vehicle crossing widths to achieve the desired amenity and character outcomes
Supporting active travel modes (walking, cycling and public transport)	Footpaths, cycle facilities, walkable blocks, managing cul-de-sac design, cycle parking rates, cycle parking location and design and supporting public transport
Car parking	Management approaches, better activity-based definitions, determining appropriate parking supply rates and designing car parks to promote more attractive and accessible town centres
Referencing external documents	Prioritising what is managed by the Proposed Plan, while ensuring appropriate levels of service and sustainable outcomes are delivered

All of the recommendations will require the Proposed Plan objectives, and more so the policies and methods (rules), to clearly link the outcomes sought to any consenting requirements. These will be developed through the subsequent phases of the District Plan Review (DPR), which includes a cost/benefit and risk analysis that incorporates stakeholder and Iwi feedback.

The following Issues include those where either no change or no significant change is recommended by the Transport Baseline Report, or they are covered by another DPR Topic(s):

- Transport resilience;
- Future transport needs;
- Protection of the strategic transport network;
- One Network Road Classification (ONRC);

- Amenity strips in roads;
- Cycling facilities within road corridors;
- End of trip facilities (such as showers and lockers); and
- Referencing relevant external documents.

Further detail on the context of these Issues, and the reasons why they have been discounted from further evaluation, is outlined in **Appendix 2**.

3.0 Statement of Operative District Plan approach

Section 3.0 of the Transport Baseline Report summarises the transport provisions. Transport is a district-wide issue that is of relevance to all the land use zones and environments managed under the Plan. The relevant objectives, policies, methods (rules) and anticipated environmental outcomes extend across both the Rural and Township Volumes and include objectives and policies within all four sections of Part B¹. The relevant methods in Part C are primarily contained in the Roads and Transport and Subdivision sections. Appendices in both Volumes contain the parking, vehicle accessway and crossing standards and road design requirements. The Township Volume Appendices also include site specific Outline Development Plans that set out the strategic transport network integration outcomes for new 'greenfield' subdivisions.

Plan change 12 (PC12) – Integrated Transport Management

PC12² involved a comprehensive review of the Plan, with a focus on best practice and incorporating methods to integrate land use and transport planning. It included changes to promote a safe and efficient transport network, options to protect future networks and introduced road categories that reflect the levels of service and function of roads within a network hierarchy. The process also reviewed and amended the technical standards for managing car parking (space and queuing space dimensions), vehicle accessways (widths and site distances) and road intersection spacing's (reduced requirements for low speed environments).

The breadth of PC12 enabled the DPR Baseline review to be targeted to the Issues identified in Table 1. Officers have prepared a Supplementary Scope of Works (DW024) to evaluate the continued effectiveness of a number of detailed transport related provisions in the Plan to ensure all aspects of the Transport Topic have been covered, particularly where provisions interconnect with other Topics. This supplementary scope includes consideration of the amenity benefits that could be gained by better providing for amenity strips in private vehicle accessways, which is to be coordinated with the Residential and Subdivision Topics (this issue emerged during the Transport Baseline Report assessment but requires further consideration before a preferred option can be put forward)³.

¹ B1 Natural Resources, B2 Physical Resources, B3 Health Safety and Values and B4 Growth of Townships

² PC12 became fully operative on 22 April 2013 - [PC12 - hyperlink](#)

³ Refer to Page 60 of the Transport Baseline Report for discussion on this matter.

4.0 Summary of relevant statutory and/or policy context

Statutory Review

Section 4.0 of the Transport Baseline Report reviews and summarises the relevant planning instruments, strategies and guides that are relevant to this Topic. This includes assessments of the Plan against the Canterbury Regional Policy Statement (CRPS); Canterbury Regional Land Transport Plan; Greater Christchurch Transport Statement; Mahaanui: Iwi Management Plan; and Selwyn District Council strategies, activity management plans and urban design guides.

This evaluation confirms that the Plan generally gives effect to the higher order planning instruments, while identifying where further improvements are needed to achieve integrated land use and transport outcomes. An example of this is the requirement under the CRPS to incorporate appropriate trigger thresholds in district plans where ITAs are required and for the objectives and policies to better align with the integrated land use and transport outcomes. These areas for improvement are covered in the Issues analysis and will be investigated further through the Preferred Option evaluations and subsequent phases of the DPR.

National Planning Standards

The Ministry for the Environment (MfE) are required under the RMA to prepare National Planning Standards to improve consistency in the structure, format and content of plans and policy statements.

A draft of the National Planning Standards has been released for comment and includes standardised approaches to promote consistent plan structures, zone packages, definitions and electronic accessibility. The Transport Topic is not a general district-wide matter under the draft Standards, where it currently falls into the Infrastructure and Energy Chapter. The draft Standards do not require a mandatory Specific Purpose Transport Zone, but do require a statement in the Proposed Plan about the zoning status of roads. Transport networks are defined within the “Infrastructure”⁴ definition and managed by “Network Utility Operators”⁵.

Utilities is not part of the “first round” of the National Planning Standards. However, network utility providers have formed a Utilities Working Group and are developing objectives, policies, standards and clear activity status for utilities, including roading and rail (as well as telecommunications, electricity transmission and distribution, and three waters). The Working Group hope the provisions will be a national planning standard, or at least best practice guidance. The Transport and Energy and Infrastructure Topics will need to remain integrated going forward as the Utilities Working Group progress the development of relevant transport provisions.

⁴ Infrastructure includes: “... (g) structures for transport on land by cycleways, rail, roads, walkways or any other means...”

⁵ Network Utility Operator includes: “... (f) constructs, operates, or propose to construct or operate, a road or railway line...”

5.0 Update – Car parking

5.1 Overview

The Transport Baseline Report identifies that the Issue of car parking requires further analysis, and the completion of interdependent work streams, before a clear Preferred Option can be recommended to the Committee for endorsement.

The options to address the car parking Issues need to be coordinated with the Business Topic to assist in determining:

- Approaches for managing car parking in “Type 1” town centres (i.e. Rolleston and Lincoln);
- Whether the parking requirements in “Type 2” town centres (i.e. all other towns aside from Rolleston and Lincoln) are still appropriate, including the floor area ratios and supply and demand scenarios;
- Defining the types of activities and the appropriate car parking supply rates for each activity;
- Catering for Park N’ Ride facilities that can be combined with other parking requirements and outcomes to support public transport services; and
- Appropriate parking design specifications.

Discussions are being held with Waimakariri District Council, who are at a similar stage in their District Plan Review, where the car parking Issues are similar in nature and scale and where there are benefits and efficiencies able to be gained through investigating consistent cross-boundary solutions. There also needs to be coordination with other DPR Topics to define appropriate activity-based thresholds and for the district-wide car parking strategy and other transport Issues to be further advanced.

5.2 Summary of Operative District Plan approach

The Township Volume of the Proposed Plan establishes the number of staff and visitor car parking spaces that are required based on the type of activity from the list in Appendix E13⁶. Activities in the Business 1 zones and identified Local and Neighbourhood Centres are all subject to minimum car parking requirements. These are based on existing and future on-street parking supply and demand rates within each township. There are also specific activity-based rates that apply to the Key Activity Centre Precincts in Rolleston and Lincoln.

The Rural Volume requires all parking to be either on the site or on an adjoining site, but not on the road reserve.

⁶ Including Table E13(a) – Minimum parking spaces, Table E13.1(b) – Parking spaces to be provided in KAC’s and Table E13.1(c) – Parking spaces to be provided in town centres and local and neighbourhood centres.

5.3 Summary of alternative management responses – Other Districts

The Transport Baseline Report (**Appendix 1**: Section 5.0) evaluates the neighbouring and best practice district plans. **Appendix 3** includes the summary findings of these evaluations as they relate to the car parking Issue.

The following sub-section evaluates these best practice review findings against the current Plan approach to inform this Update.

5.4 Issues analysis

The primary Issues identified for car parking are:

- The parking supply rates in town centres do not encourage good development and land use outcomes, including that the minimum activity-based supply rates are not fit for purpose and can result in large areas of business zoned land being used as parking;
- The activity definitions create uncertainty and can generate unnecessary consenting requirements, where some proposals do not sit comfortably within the activities that are listed and defined in the Plan; and
- There are two town centre types and the Proposed Plan needs to recognise the varying function's the centre's serve and where strategic planning has been carried out.

There are a range of best practice methods identified for managing on-site parking in town centres. These include:

- (a) Relying on minimum rates to cater for day to day demand;
- (b) Applying maximum thresholds or nil requirements based on the surrounding transport provision and parking availability to allow a more efficient use of land; and
- (c) Applying parking reduction factors or incentives to encourage more optimal land use and transport outcomes that accounts for the local transport environment.

It is important to find the right balance between effectively managing car parking, while encouraging town centres to be economically resilient and attractive destinations to live, work and visit.

The promotion of maximums or nil requirements to actively manage car parking within town centres is recognised as current best practice (**Appendix 3**). However, the success of these approaches depends on other non-statutory initiatives, including overarching strategies to ensure parking is managed in a comprehensive, integrated and effective way.

5.5 Identification of possible options

Type 1 Town centre car parking supply options

The Transport Baseline Report has evaluated five Options that are outlined in [Table 2](#) below. This table has been adapted from the Baseline Report to provide wording clarification where necessary.

Table 2: Type 1 Town centre car parking supply Options

Option	Advantages (Effectiveness & efficiency)	Disadvantages (Limitations & risks)
Option 1: Status Quo – Minimum parking requirements	<ul style="list-style-type: none"> - Allows developers to supply more spaces in response to market needs 	<ul style="list-style-type: none"> - Potential to result in an over-supply of spaces that are disconnected and result in poor urban design outcomes - Inefficient use of land (where parks occupy valuable business land) - Discourages shifts in transport modes
Option 2: Maximum rates in town centres	<ul style="list-style-type: none"> - Optimises land use (where the rates are set at the right level) - Potential to encourage development - Greater potential for quality town centres 	<ul style="list-style-type: none"> - Risk of undersupply and overspill into residential streets (which may be inappropriate in some circumstances) - Likely to require Council to lead through the provision of consolidated/shared parking arrangements that could involve levied rates
Option 3: Parking reduction factors combined with minimum rates	<ul style="list-style-type: none"> - Optimises land use (where the rates are set at the right level) 	<ul style="list-style-type: none"> - Requires good public transport and cycling options to support the reduced rates
Option 4: Revise the current minimum rates based on town centre plans and likely parking outcomes	<ul style="list-style-type: none"> - Allows developers to supply more spaces in response to market needs - Potential to reflect more appropriate minimum rates 	<ul style="list-style-type: none"> - Potential to result in an oversupply of parking and inefficient use of land (where parks occupy valuable business land)
Option 5: No minimum requirement in town centres	<ul style="list-style-type: none"> - Potential to encourage development - Greater potential for quality town centres 	<ul style="list-style-type: none"> - Likely to require Council to lead through the provision of consolidated/shared parking arrangements that could involve levied rates

The Transport Baseline Report evaluates the five options, concluding that Option 2 (apply maximum rates in the Type 1 town centres) or Option 5 (no minimum parking requirements in Type 1 town centres) are both appropriate to consider for further investigation.

Type 2 Town centre car parking supply options

The Transport Baseline Report has evaluated five Options that are outlined in [Table 3](#) below. This table has been adapted from the Baseline Report to provide wording clarification where necessary.

Table 3: Type 2 Town centre car parking supply Options

Option	Advantages (Effectiveness & efficiency)	Disadvantages (Limitations & risks)
Option 1: Status Quo – Minimum parking requirements	<ul style="list-style-type: none"> - Allows developers to supply more spaces in response to market needs 	<ul style="list-style-type: none"> - Potential to result in an over-supply of spaces that are disconnected, that can result in poor urban design outcomes - Inefficient use of land (where parks occupy valuable business land) - Discourages shifts in transport modes - Could be too onerous and discourage development
Option 2: Maximum rates in town centres	<ul style="list-style-type: none"> - Optimises land use (where the rates are set at the right level) - Potential to encourage development - Greater potential for quality town centres 	<ul style="list-style-type: none"> - Risk of undersupply and overspill into residential streets (which may be inappropriate in some circumstances) - Likely to require Council to lead through the provision of consolidated/shared parking arrangements that could involve levied rates
Option 3: Parking reduction factors combined with minimum rates	<ul style="list-style-type: none"> - Optimises land use (where the rates are set at the right level) 	<ul style="list-style-type: none"> - Requires good public transport and cycling options to support the reduced rates
Option 4: Revise the current minimum rates based on current supply and any changes to floor area or extent of Business zones	<ul style="list-style-type: none"> - Allows developers to supply more spaces in response to market needs - Potential to reflect more appropriate minimum rates 	<ul style="list-style-type: none"> - Requires parking surveys and analysis to establish the rates
Option 5: No minimum requirement in town centres	<ul style="list-style-type: none"> - Potential to encourage development - Greater potential for quality town centres 	<ul style="list-style-type: none"> - Likely to require Council to lead through the provision of consolidated/shared parking arrangements that could involve levied rates

The Transport Baseline Report evaluates the five options, concluding that Option 4 (reassess the floor areas and current supply and demand to determine rates in the Type 2 town centres) is appropriate to consider for further investigation.

However, to reach a definitive conclusion on which Preferred Option is put forward to manage car parking in Type 1 and Type 2 Town Centres, it is recommended that additional consideration in partnership with the Business Topic is required. With respect to Type 1 Town Centres, further consideration of the implications of adopting either of the two Options is needed as they will likely require Council to provide shared car parking arrangements. Overarching strategy direction will be provided through non-statutory approaches, such as advancing a district-wide Parking Strategy. The Parking Strategy background work, such as parking surveys, will also help to provide certainty that reduced on-site parking rates in town centres will not give rise to adverse effects.

5.6 Approach to progress these Issues

Coordination between the Transport and the Business, Residential and Rural Topics will continue through the subsequent phases of the District Plan Review to ensure the methods for managing car parking are integrated. Discussions have also commenced with Waimakariri District Council.

Officers are progressing the development of a district-wide Parking Strategy through the engagement of a suitably qualified and experienced transport expert to undertake the study. Councillors have been briefed separately on the scope and timing of this study at the Environmental Services Portfolio Holder forum. The aim is to have the Parking Strategy completed by the end of 2018. However, as acknowledged in the Environmental Services Portfolio Holder forum report, this is subject to the ambitious target of completing a draft by late August. Should this timeframe not be met then the Parking Strategy may not be completed until early 2019. Staff are aware of the risk to DPR timeframes, but believe this can be managed to enable the carparking management issue to be advanced.

Recommendations

It is recommended that additional work is undertaken on the car parking options analysis to assist in determining Preferred Options. This includes integrating the evaluations with other Topics, coordinating cross boundary responses with Waimakariri District Council and to progress a district-wide Parking Strategy.

The completion of these work streams will provide the necessary certainty required to establish the Preferred Options and for the implications associated with them to be outlined to the Committee for consideration.

6.0 Summary of Preferred Options Issues

This section evaluates and concludes with recommendations for the Preferred Options for the remaining Issues identified for the Transport Topic.

6.1 Managing activities in road reserve - Issues and options

Context and Issues identification

The Plan manages activities taking place in the road reserve in two ways. One is through designations that apply to the State Highway network. The other is through rules linked to the land use zone indicated on the Planning Maps. Roads are defined as “utilities” and there are a number of permitted activity rules in the Utilities Chapter that typically enable road works to be carried out by utility service providers and roading authorities without the need for resource consent.

The best practice review has identified that larger local authorities manage roads through Specific Purpose zones that clearly define roads and what provisions apply to them. The Transport Baseline Report identifies that the administration of the current permitted activity rule⁷ requires subjective views to be made in determining whether the upgrading, maintenance, operation or replacement

⁷ Rule 6.1.1.1

of utilities are “...the same or similar in character and scale...”. The report also references examples where the rules and definitions have created uncertainty. The National Planning Standards process has signaled the need for councils to review and clarify how district plans manage roads, although there is currently no mandatory requirement for Specific Purpose Transport Zones to be included in the Proposed Plan.

Option analysis

The Transport Baseline Report has evaluated five Options that are outlined in [Table 4](#) below. This table has been adapted from the Baseline Report to provide wording clarification where necessary:

Table 4: Managing activities in the road reserve Options

Option	Advantages (Effectiveness & efficiency)	Disadvantages (Limitations & risks)
Option 1: Status Quo – Roads are a “utility” and subject to the underlying zone	<ul style="list-style-type: none"> - Does not appear to be causing any significant issues 	<ul style="list-style-type: none"> - Low risk that work in the road reserve would require resource consent - Uncertainty around how the underlying zone provisions apply to Utilities, including roads
Option 2: Roads continue to be a “utility” and subject to the adjoining zoning to the centreline of the road, but the Utility rules are amended to provide certainty (<u>Preferred Option</u>)	<ul style="list-style-type: none"> - Retains the current approach, with more certainty provided on what qualifies as a permitted activity - Can clarify what zone applies when a road intersects different zones 	<ul style="list-style-type: none"> - No disadvantages identified
Option 3: Transport zone (that is determined upon vesting or dedication)	<ul style="list-style-type: none"> - Provides certainty over what is road and what zone provisions apply 	<ul style="list-style-type: none"> - Will require some road boundaries to be legally defined, including survey work
Option 4: Designation following the vesting of roads	<ul style="list-style-type: none"> - Provides certainty on what is road versus what is subject to zone rules 	<ul style="list-style-type: none"> - Will require some road boundaries to be legally defined, including survey work - Some works may require an outline plan of works
Option 5: Rely on the Local Government Act (no zone or Plan rules)	<ul style="list-style-type: none"> - No advantages identified 	<ul style="list-style-type: none"> - Potential lack of control unless By-laws are developed as an alternative to Plan provisions - No control over land use activities e.g. signage in the road reserve

6.2 Preferred Option for managing activities in road reserve – Option 2

Option 2 provides certainty for managing activities in the road reserve in a cost effective and efficient manner. This option could also be assisted by the draft National Planning Standards, which do not currently propose that a Specific Purpose Transport Zone be a mandatory

requirement, and that the Proposed Plan simply include a statement about the zoning status of roads. The remaining options, including in particular Option 3, have some merit in aligning the Proposed Plan with other best practice approaches identified in the Transport Baseline Report.

However, this could come with potentially significant costs to designate all roads (option 4) or to define the legal boundaries of roads (Options 3 and 4), where there is little to indicate that this level of investment is warranted.

Effectiveness in Addressing Issue:

Option 2 provides certainty in respect to managing activities in the road reserve in a cost effective and efficient manner. It provides the opportunity to investigate appropriate Utility rules that respond to the context of Selwyn district's road network and the activities that are anticipated to take place within them over the life of the Proposed Plan.

Risks:

There is a risk that activities may be carried out that aren't captured by the amended Utility provisions, which may result in adverse effects. However, the MfE Utility Working Group have approached Council seeking feedback regarding the options for the National Planning Standards and through this, and ongoing liaison, risks can be appropriately managed. At this point in time the draft Network Utility Rules are not National Planning Standards so Council can amend or add to them as needed.

Another issue is the lack of clarity about where the Transport rules are going to sit in the Proposed Plan as the National Planning Standards do not include a district-wide Transport Chapter and roading provisions are proposed within the Energy and Infrastructure Chapter. The Utility Working Group has written rules for building and maintaining roads and the activities that can go into road reserves, but not road hierarchies, rules for vehicle crossings and other design standards. At this stage the DPR Review Team's preference is to have a separate district-wide Transport Chapter that would contain all of the transport provisions, including those that manage the building of, and alteration to, roads and all the transport-related design standards. This matter will need to be worked through in liaison with other Topics Leads and Council departments.

Budget or Time Implications:

Option 2 will incur time and cost to Council to review the Utility provisions. However, they are being reviewed in any case and it provides the opportunity to improve the current provisions and to provide greater administrative certainty. The alternatives are likely to generate potentially significant time and cost investments (such as notices of requirement to designate roads or legal survey work to define roads for a Specific Purpose Transport Zone) to amend provisions that appear to be working reasonably well.

Stakeholder and Community Interests:

All identified stakeholders.

Other:

Liaison with the Energy and Infrastructure Topic, which includes utilities, is required in the subsequent phases of the District Plan Review.

Recommendation:

Proceed with Option 2, which is to continue to manage roads as a Utility, but to investigate amending the permitted activity Utility rules to provide greater certainty and to clarify what underlying zone applies.

6.3 Integrated Transport Assessments - Issues and options

Context and Issues identification

The Transport Baseline Report identifies that there is no specific requirement in the Plan for applicants to supply ITAs.

The Plan manages the effects of activities on the transport network through land use zones and activity-based performance standards that manage the effects through traffic generation, car parking rates, road, and accessway and parking formation requirements. The Plan does not require ITAs, or define high traffic generating activities. There are scale of activity rules for rural zones and non-residential activities in townships that are triggered by traffic movements and there are thresholds to determine whether an activity is permitted or not.

Generally, Council only requires a transport assessment where an activity fails to comply with the transport rules. The absence of appropriate triggers for ITAs often results in uncertainty during the consenting process, where Council needs confidence that the impacts of large scale or high trip generating activities on the wider network are identified. An ITA provides a starting point for further discussion regarding the scope of any mitigation measures, funding arrangements and conditions of consent associated with the development.

The statutory review identified that the CRPS requires territorial authorities to identify trigger thresholds in district plans for development where an ITA is required, which needs to be supported by objectives and policies to deliver integrated land use and transport outcomes. The best practice review establishes that a number of Councils require ITAs to accompany resource consent applications where certain thresholds are met and that it is appropriate to investigate their application to specific development proposals in the context of Selwyn district.

The Waimakariri District Council District Plan Review process has identified similar Issues, which presents an opportunity to develop an integrated cross-boundary response that achieves efficient and cost-effective outcomes.

Option analysis

The Transport Baseline Report has evaluated eight Options that are outlined in [Table 5](#) below. This table has been adapted from the Baseline Report to provide wording clarification where necessary:

Table 5: Integrated Transport Assessment Options

Option	Advantages (Effectiveness & efficiency)	Disadvantages (Limitations & risks)
Option 1: Status Quo	<ul style="list-style-type: none"> - No requirements on the applicant 	<ul style="list-style-type: none"> - Does not align with the CRPS - Fails to support seeking better transport outcomes
Option 2: Require ITAs using the number of car park spaces or peak hour generation thresholds	<ul style="list-style-type: none"> - Easy to apply as car park numbers will be known 	<ul style="list-style-type: none"> - Car park numbers are sometimes not a true reflection of the effects - Trip rates are sometimes difficult to estimate - Risk that activities below the thresholds will generate some effects
Option 3: Require ITAs for certain activities	<ul style="list-style-type: none"> - Easier for the public to interpret if the activities are well defined 	<ul style="list-style-type: none"> - Risk that activities that aren't listed will generate adverse impacts that are not initially identified
Option 4: Require ITAs based on scale thresholds and activity status	<ul style="list-style-type: none"> - Easier for the public to interpret if the activities are well defined - Less likely to miss the need for an ITA 	<ul style="list-style-type: none"> - Overly complicated as the activity status threshold adds another layer of consideration for potentially limited benefit - Risk that activities below the threshold could still generate some effects
Option 5: Require ITAs based on a combination of zone and scale of activity	<ul style="list-style-type: none"> - Easier for the public to interpret as the zone is known and scale thresholds will be defined 	<ul style="list-style-type: none"> - Risk that some activities in non-specified zones will generate unintended adverse effects
Option 6: Require ITAs based on the scale of activity threshold (Preferred Option)	<ul style="list-style-type: none"> - Easier for the public to interpret where the scale thresholds are well defined - No risk that an activity that generates high traffic volume will be missed 	<ul style="list-style-type: none"> - Risk that activities below the threshold could still generate some effects - Risk that some activities will be scaled back to fall below thresholds and avoid an ITA
Option 7: Require ITAs as an information requirement related to selected zones	<ul style="list-style-type: none"> - No identified advantages 	<ul style="list-style-type: none"> - Risk that some activities that aren't specified in the selected zones will generate adverse effects
Option 8: Require ITAs for certain activities and thresholds for the remainder	<ul style="list-style-type: none"> - A hybrid of Options 3 and 6 	<ul style="list-style-type: none"> - As per Options 3 and 6

6.4 Preferred Option for ITA – Option 6

Option 6 is considered the most efficient and cost-effective approach to adopt as it will establish appropriate thresholds for determining when an ITA is required to form part of the consent process. This will require ongoing analysis and discussions with Waimakariri District Council, Topic Leads and the various Council Departments who have a stake in transport and road management. It is further noted that this preferred option is consistent with the CRPS⁸.

Option 8 (using the scale of activity and specified activities) also provides certainty in determining the circumstances when it is appropriate to require an ITA to be provided as part of a resource consent application. However, it incorporates a more specific activities-based approach to supplement assessment matters that may create administrative uncertainty. It is also likely that such specific activities would exceed threshold limits in any case, triggering the need for an ITA (Option 6). Lines of communication between key personnel involved in the Selwyn and Waimakariri District Plan Reviews have been established and meetings organised to advance discussions. There has been a consensus formed through these discussions that Option 6 is the most appropriate approach to progress to the next phase of the DPR.

The remaining options are considered to be less timely, cost effective and efficient when compared to Option 6. Option 1 would result in the Proposed Plan failing to give effect to the CRPS.

Effectiveness in Addressing Issue:

Option 6 will require Council to determine appropriate trip generation thresholds for capturing activities that may generate wider effects on the transport network and to require these effects to be evaluated and remedied through an ITA. However, this option provides greater certainty and efficiencies when compared to the alternative options. It also presents the opportunity to coordinate a response with Waimakariri District Council and other Topics to effectively address the identified Issue and assist in delivering integrated land use and transport outcomes.

Risks:

Option 6 presents the least risk that the identified poor outcomes will continue when balanced against the other options. There is a risk that the threshold for determining when an application requires an ITA may not capture the scale of activity anticipated by the rule, which emphasises the need for a cross-disciplinary and cross-boundary approach to be advanced to address this risk.

Budget or Time Implications:

Option 6 will incur time and cost to Council to determine appropriate thresholds for when an ITA is required to be provided as part of the consent process. However, this option provides the necessary certainty to progress to the engagement and evaluation phases of the process in a cost effective and timely manner. Efficiencies can also be achieved by coordinating this process with other Topics and the Waimakariri District Plan Review process.

⁸ **“Policy 6.3.4 Transport effectiveness** - Ensure that an efficient and effective transport network that supports business and residential recovery is restored, protected and enhanced so that it maintains and improves movement of people and goods around Greater Christchurch by: ...”

Stakeholder and Community Interests:

All identified stakeholders.

Other:

The next phase will require targeted discussions with the various council units that have a stake in the transport network management to ensure assessment matters for requiring an ITA capture all the relevant activities. It will also require coordinating the evaluations with all other Topics, particularly in respect to the development supporting objectives and policies.

Recommendation:

Proceed with Option 6, which is to require ITAs to supplement consent applications based on the scale of activities and for these requirements to be reflected in objectives and policies to achieve integrated land use and transport outcomes. This should be coordinated with the Waimakariri District Council and other DPR Topics, and be informed by cross council input, to ensure thresholds and the matters for assessment capture all the relevant activities.

6.5 Street design - Issues and options

Context and Issues identification

The Plan influences the amenity of streets and their function through a network hierarchy that covers the full range of road types, from State Highways through to Local Minor Roads. The design standards contained in the Appendices determine the levels of service required for each road type, through matters such as legal road and carriageway widths, traffic and parking lanes and provision for cycle and footpaths. These rules are supported by the Council's Engineering Code of Practice ("CoP") and Subdivision Design Guide that sit outside the Plan, but provide more detailed design guidance.

PC12 responded to the increased densities and housing typologies enabled under the Living Z Zone by increasing the range of road categories and design standards. In the majority of cases this has proved to be working successfully and without issue. The exception is the Local Minor and Local Intermediate Road categories, where there is an identified issue with the minimum legal road and carriageway widths provided for under the Plan. There are examples of roads being vested in Council that are not meeting the intent of the very localised 'shared space' environment anticipated by the Plan and the Subdivision Design Guide.

This has resulted in roads that are too narrow to support:

- (a) Footpaths on one or both sides of the road;
- (b) Roadside parking and efficient traffic flows;
- (c) Amenity outcomes through the removal or reduced width of grassed berms;
- (d) Space for wheelie bins; and
- (d) The movement of refuse collection trucks and emergency service vehicles.

A contributing factor to these poor outcomes is that the methods contained in the Subdivision Design Guide have not been referred to or adopted at the design or consenting stages. The ability to pick-up potential poor outcomes at an early stage has also been hindered by the absence of proposed road cross-sections in consent applications.

The best practice review confirms that not all district plans provide for Local Minor and Local Intermediate Road classifications and that greater minimum road widths are generally required in comparison to the Plan.

Option analysis

The Transport Baseline Report evaluated three Options that are outlined in [Table 6](#) below. This table has been adapted from the Baseline Report to provide wording clarification where necessary:

Table 6: Street design Options

Option	Advantages (Effectiveness & efficiency)	Disadvantages (Limitations & risks)
Option 1: Status quo – Local Minor Road with a minimum reserve width of 10m and maximum of 12m	<ul style="list-style-type: none"> - Allows narrow streets in higher density developments - Provides an alternative to private rights of way 	<ul style="list-style-type: none"> - Risk of poor outcomes - Relies on good design, but the Plan lacks prescriptive design requirements and there are no statutory links to the CoP or Design Guides
Option 2: Review with the intention to increase the Local Minor and Local Intermediate road reserve and carriageway widths, with narrower widths being subject to consent and evaluation against assessment matters (Preferred Option)	<ul style="list-style-type: none"> - Allows minimum carriageway widths that support footpaths and car parking - Aligns with other district plans - Integrates design and community outcome considerations into the evaluation 	<ul style="list-style-type: none"> - Does not permit narrow roads, but allows proposals to be evaluated against assessment matters - Forms part of the subdivision application process, which requires consent for all activities
Option 3: Retain the current Local Minor and Local Intermediate Road widths, but introduce controls through notes in the road design tables	<ul style="list-style-type: none"> - Allows laneways and narrow streets under certain circumstances 	<ul style="list-style-type: none"> - Relies on a road design table, which creates uncertainty in respect to determining what is a permitted activity - District plan notes have marginal statutory weight

6.6 Preferred Option for managing street design – Option 2

Option 2 is considered the most efficient and cost-effective approach to adopt. It will require further analysis and discussion with the various Council units who have a stake in road design outcomes to determine the appropriate minimum widths and assessment criteria. Option 1 fails to address the identified Issues and Option 3 is unlikely to provide the certainty that is needed to efficiently administer the Proposed Plan or to deliver the desired outcomes.

Effectiveness in Addressing Issue:

Option 2 will require Council to determine appropriate assessment matters and for subdivision applications to include a more detailed evaluation where narrower widths are proposed. However, this option provides greater certainty that the anticipated levels of service and amenity will be delivered in Local Minor and Local Intermediate Roads. It also presents the opportunity to

incorporate components of the Subdivision Design Guide, and potentially the Engineering CoP, into the assessment matters developed to evaluate applications seeking narrower road widths.

Risks:

Option 2 presents the least risk that the identified poor outcomes will continue when balanced against Options 1 and 3.

Budget or Time Implications:

Option 2 will incur time and cost to Council to amend the widths and determine appropriate assessment matters for evaluating applications seeking narrower road design specifications. However, this option presents the opportunity to improve the current provisions and provide the necessary level of certainty to address the identified Issues. Option 2 could incur costs to developers who wish to supply narrow streets as they will have to provide an assessment.

Stakeholder and Community Interests:

All identified stakeholders.

Other:

The next phase will require targeted discussions with the various Council units that have a stake in the road design outcomes. It will also require an integrated approach coordinated with the Residential and Subdivision Topics.

Recommendation:

Proceed with Option 2, which is to evaluate the appropriateness of increasing the minimum widths of the Local Minor and Local Intermediate Road categories and developing assessment matters to evaluate narrower widths. This should be coordinated with the Residential and Subdivision Topics and be informed by cross council input.

6.7 Vehicle crossing widths - Issues and options

Context and Issues identification

The width of vehicle crossings and the length of the property frontage in residential sections can result in conflicts with other activities such as street amenity and on-street car parking in more. Wide vehicle crossing widths in more intensive residential environments can compromise the ability of streets to provide the desired levels of amenity and function through grassed berms that are sufficient to accommodate street trees and amenity plantings, on-street parking spaces and space for refuse bins.

The Plan manages vehicle crossings through minimum and maximum widths that are linked to the Living and Business zones. A standard minimum width of 3.5m and maximum width of 6m applies across all the Living Zones⁹. These generic requirements are appropriate for the majority of residential densities where there is sufficient frontage available to provide adequate streetscape amenity. However, the absence of vehicle crossing controls tailored to support medium density developments is an issue. This is because a large proportion of homes being constructed in medium density areas include double garaging that require a wide vehicle crossing. The maximum

⁹ Appendix E13 Table E13.7 – Vehicle Crossing Requirements

allowable vehicle crossing width and smaller section widths, coupled with the provision of double garaging, is reducing the length of roadside berm that remains to support streetscape amenity and utility functions.

The best practice review identifies the need to evaluate the appropriateness of vehicle crossing widths within medium density areas. It also signals that a reduction in the vehicle crossing widths could complement the amenity outcomes able to be achieved by securing a minimum 15m road frontage per lot. If the 15m frontage width is adopted, then the driveway width issue is less relevant. It is only when site widths of 8m to 10m or less, which are common in medium density where the driveway becomes greater than 50% of the frontage that the issue comes into play.

Option analysis

The Transport Baseline Report has evaluated two Options that are outlined in [Table 7](#) below. This table has been adapted from the Baseline Report to provide wording clarification where necessary:

Table 7: Vehicle crossing width Options

Option	Advantages (Effectiveness & efficiency)	Disadvantages (Limitations & risks)
Option 1: Status quo – Minimum 3.5m and maximum 6m vehicle crossing widths	<ul style="list-style-type: none"> - Enables on-street parking (based on the width of the lot frontage) - Allows for street amenity where road frontages achieve minimums (15m) 	<ul style="list-style-type: none"> - Can lead to poor outcomes with low street amenity and reduced road function
Option 2: Reduce vehicle crossing widths for medium density areas where the section is less than 15m wide with appropriate controls, such as garage setbacks (to say 3.5m maximum) (Preferred Option)	<ul style="list-style-type: none"> - Enables more on-street parking - Promotes streetscape amenity 	<ul style="list-style-type: none"> - May result in additional consenting for increased vehicle crossing widths - May contribute to vehicles driving across berms to reduce manoeuvring for parking

6.8 Preferred Option for managing vehicle crossing widths– Option 2

Option 2 is considered the most appropriate approach, but will require further analysis and discussion with the Residential and Subdivision Topic team to deliver an integrated response to the identified issues. Option 1 fails to address the identified Issue.

Effectiveness in Addressing Issue:

Option 2 will require Council to determine appropriate maximum vehicle crossing widths for medium density zones, and to evaluate amenity outcomes and utility functions linked to the Residential and Subdivision Topics.

Risks:

Option 2 represents a limited risk when considered against the status quo, where issues have been identified with the current vehicle crossing widths controls on streetscape amenity and how roads

function in medium density areas. This approach is likely to generate interest as it promotes a relatively significant reduction in the vehicle crossing width maximums associated with medium density development (from 6m to say 3.5m) that could increase the circumstances for when a consent is required. One issue to consider is that reduced widths may contribute to vehicles driving across berms to avoid additional maneuvering or to access double garages in the absence of full width crossings.

Budget or Time Implications:

Option 2 will incur time and cost to Council to review the appropriateness of the current vehicle crossing widths as they apply to medium density areas. However, efficiencies are anticipated to be achieved by coordinating the evaluations with the Residential and Subdivision Topics.

Stakeholder and Community Interests:

All identified stakeholders.

Recommendation:

Proceed with Option 2, which is to evaluate the appropriateness of reducing the maximum vehicle crossing widths in medium density areas where sections are less than 15m wide from 6m to say 3.5m, and to develop assessment matters to evaluate applications seeking wider widths. This should be coordinated with the Residential and Subdivision Topics to deliver integrated transport, streetscape and residential amenity outcomes when determining optimal maximum vehicle crossing widths.

6.9 Footpaths - Issues and options

Context and Issues identification

The provision of footpaths is a critical element in ensuring roads are safe and inviting spaces for people to be within. They are also critical components of a connected network that support active modes of travel, such as walking, cycling and public transport. The SDC Walking and Cycling Strategy aims to have more people walk and cycle safely for transportation and enjoyment.

The Plan uses the network classification of roads to determine when footpaths are required. Footpaths on both sides of Arterial and Collector Roads are mandatory, while Local Major and Intermediate Roads require a footpath to be provided on one side of the road as a minimum. This approach links the level of movement to the type of road in the network and whether it is a strategic connection. A key tool in the Plan for achieving primary road network connectivity across all travel modes is through Outline Development Plans. An important aspect of this current approach is that it recognises the additional costs in establishing and maintaining footpaths on both sides of all roads. The intention in the Plan for requiring a footpath in Local Minor Roads is to configure them as shared spaces that combine all modes in a specifically designed slow speed environment, as is indicated in the Subdivision Design Guide.

However, there are examples where the provision of single-sided footpaths in certain locations within the Local Road network is contributing to poor outcomes, primarily within medium density areas and how these neighbourhoods access adjoining commercial centres and public facilities such as schools. It is critical that residential areas are supported by multi-modal networks that not

only focus on vehicle movements, but also promote active modes of travel and cater for the mobility impaired.

The best practice review identifies that footpaths on both sides of Local Roads is standard practice because it promotes streetscape amenity, social interaction and the safe and efficient movement of pedestrians.

Council will need to weigh up the wider benefits of providing double-sided footpaths within the Local Road network, particularly the establishment and maintenance costs associated with providing this higher level of service and retro-fitting expectations. The options need to be evaluated alongside the width of roads Issue, as the outcome of these investigations will determine whether road reserves are wide enough to accommodate double-sided footpaths.

Option analysis

The Transport Baseline Report has evaluated three Options that are outlined in [Table 8](#) below. This table has been adapted from the Baseline Report to provide wording clarification where necessary:

Table 8: Footpath Options

Option	Advantages (Effectiveness & efficiency)	Disadvantages (Limitations & risks)
Option 1: Status quo – Requires one-sided footpaths on Local Roads	<ul style="list-style-type: none"> - Minimises asset management costs - Minimises costs to developers 	<ul style="list-style-type: none"> - Risk of poor outcomes, including discouraging active modes of travel - Fails to align with the goals of the Walking and Cycling Strategy
Option 2: Require two-sided footpaths on all Local Roads (where able to be provided for within the legal road width), but require resource consents to evaluate the appropriateness of single-sided footpaths (Preferred Option)	<ul style="list-style-type: none"> - Reflects best practice - Supports barrier free design and accessibility - Aligns with the Walking and Cycling Strategy 	<ul style="list-style-type: none"> - Increased up-front costs to developers - Increased asset maintenance and renewal costs - May undermine the ability to include amenity and service strips
Option 3: Require two-sided footpaths on all Local Major Roads, one-sided on Local Intermediate and Minor Roads except under certain circumstances	<ul style="list-style-type: none"> - Road reserve width supports footpath requirements and provision of amenity and service strips - Partially supports barrier free access - Partially aligns with the Walking and Cycling Strategy 	<ul style="list-style-type: none"> - Increased up-front costs to developers, but less than Option 2 - Increased asset maintenance and renewal costs, but less than Option 2 - May undermine the ability to include amenity and service strips, but less than Option 2 - Risk of poor outcomes, including discouraging active modes of travel, but less than Option 1

6.10 Preferred Option for providing footpaths – Option 2

Option 2 is considered the most efficient approach to adopt at this point in time, which will require further analysis and discussion with the Residential and Subdivision Topic Leads and various Council Departments with a stake in the provision and management of footpaths. The analysis needs to be coordinated amongst these parties due to the interdependence of this Issue with the Street Design and permitted Local Road Width Issues. A whole of life cost/benefit analysis could be undertaken to determine Council's commitment to the cost of providing and maintaining double-sided footpaths within the Local Minor and Local Intermediate Road networks. This could also consider the expectations and practicality of upgrading all existing streets from one to two footpaths. However, an analysis of this nature is complex due to the difficulty in evaluating intangible costs society, such as social exclusion. The costs to Council to potentially add footpaths later due to land use changes also need to be evaluated.

Effectiveness in Addressing Issue:

Option 2 will require a coordinated approach between the Residential and Subdivision Topics and other Council Departments to achieve integrated outcomes that complement the design of streets. Assessment matters will also need to be determined for evaluating applications seeking single-sided footpaths within the Local Minor and Local Intermediate Road categories. However, this Option represents the opportunity to address the poor outcomes identified with the status quo (Option 1). Option 2 is considered to be more efficient than the more comprehensive review of the Local Major, Local Minor and Local Intermediate Road categories (Option 3), which isn't warranted by the findings of the baseline analysis and may not go far enough in addressing the identified Issue. Option 2 supports the Walking and Cycling Strategy.

Risks:

Option 2 presents some risk, particularly in respect to delivering integrated and cost-effective outcomes for the community. However, it represents a middle ground when the risks are compared against the two alternative approaches.

Budget or Time Implications:

Option 2 will incur time and cost to Council to review and possibly amend the Local Minor and Local Intermediate Road design standards and to develop assessment matters. However, efficiencies can be achieved by coordinating this review with the Street Design Issues analysis alongside the Residential and Subdivision Topics.

Stakeholder and Community Interests:

All identified stakeholders.

Other:

The next phase will require targeted discussions with the Residential and Subdivision Topic Leads, as well as other Council departments who have a stake in the provision and ongoing management of footpaths. It will be particularly important to evaluate the benefits and determine the cost implications of requiring double-sided footpaths.

Recommendation:

Proceed with Option 2, which is to require two-sided footpaths on all Local Roads (where provided for within the legal road width) and develop assessment matters to evaluate the appropriateness of single-sided footpaths. This should be coordinated with the Residential and Subdivision Topics, and other Council Departments, to deliver cost effective and integrated outcomes in respect to street design and the provision of footpaths within them.

6.11 Walkable blocks - Issues and options

Context and Issues identification

The establishment of walkable blocks at the time of subdivision assists in ensuring that there are options available for people to efficiently access destinations to provide for their everyday needs (permeability) using active modes. People are generally less inclined to walk, cycle or take public transport to reach their destination where distances are long and indirect. It also needs to be recognised that the densities within subdivisions need to be at levels that make it viable to develop from an economic perspective. The density of development also influences the level of permeability and accessibility.

The Plan supports walkable blocks through a policy¹⁰, subdivision performance standards and Outline Development Plans that promote small-scale residential blocks that are easy to navigate around and provide convenient options to access public transport and other services. The subdivision performance standards identify an average walkable block of 800m and a maximum of 1,000m. However, there are no other rules or methods, other than the non-statutory Subdivision Design Guides, that require smaller walkable blocks.

The best practice review identifies that a maximum perimeter length of 800m is the tipping point for when the scale of a residential block is so large that it begins to influence travel choices due to distance and convenience. It is best practice to manage the maximum perimeter distance of subdivision layouts through controls on the block size to levels lower than what is currently required in the Plan to promote walking and cycling and support public transport as viable modes of travel.

Option analysis

The Transport Baseline Report has evaluated four Options that are outlined in [Table 9](#) below. This table has been adapted from the Baseline Report to provide wording clarification where necessary.

¹⁰ Policy B4.2.10

Table 9: Walkable block Options

Option	Advantages (Effectiveness & efficiency)	Disadvantages (Limitations & risks)
Option 1: Status quo – Subdivision performance standards requiring blocks with a 1,000m maximum perimeter	<ul style="list-style-type: none"> - Requires more permeability, but is better than nothing 	<ul style="list-style-type: none"> - Risk that development blocks have low permeability, which influences travel choice
Option 2: Subdivision performance standards requiring blocks with an 800m maximum perimeter (<u>Preferred Option</u>)	<ul style="list-style-type: none"> - Requires more permeability - Aligns with the Subdivision Design Guide and best practice - Is easy to measure 	<ul style="list-style-type: none"> - May result in blocks that sit close to the maximum block perimeter
Option 3: Introduce a rule prescribing maximum blocks (e.g. a 150m-200m maximum block length)	<ul style="list-style-type: none"> - Greater permeability achieved 	<ul style="list-style-type: none"> - Results in more road infrastructure with associated costs - May be too prescriptive for topographically constrained sites - Would create more intersections with increased risk of vehicle conflict points and increased pedestrian/cycling crossing points
Option 4: A combination of Options 2 and 3	<ul style="list-style-type: none"> - Greater permeability achieved 	<ul style="list-style-type: none"> - Results in more road infrastructure with associated costs - May be too prescriptive for topographically constrained sites - Would create more intersections with increased risk of vehicle conflict points and increased pedestrian/cycling crossing points

6.12 Preferred Option for providing walkable blocks – Option 2

Option 2 is considered the most efficient approach as it requires a targeted review of the methods for managing walkable blocks that are consistent with the scale of the Issue. It will require further analysis and discussion with the Residential and Subdivision Topics to achieve an integrated approach.

Effectiveness in Addressing Issue:

Option 2 will require a coordinated approach with the Residential and Subdivision Topics to deliver walkable blocks that are consistent with the function of residential areas to support active modes of travel. This option is required to address the shortcomings associated with the status quo (Option 1), while meeting a balance between the scale of the Issue and the disadvantages that have been attributed to the more detailed responses (Options 3 and 4).

Risks:

Option 2 presents limited risk when considered against the status quo and the other two alternative options. This approach is likely to generate interest as it promotes the inclusion of additional subdivision performance standards to secure maximum 800m walkable blocks, which could increase the circumstances for when a consent will be required and how these are assessed.

Budget or Time Implications:

Option 2 will incur time and cost to Council to review and possibly include additional assessments matters. However, efficiencies can be achieved by coordinating this review with the Residential and Subdivision Topics. This approach reflects the scale of the Issue and is more cost effective than the alternatives (Options 3 and 4).

Stakeholder and Community Interests:

All identified stakeholders.

Recommendation:

Proceed with Option 2, which is to evaluate the appropriateness of subdivision performance standards requiring blocks with an 800m maximum perimeter. This should be coordinated with the Residential and Subdivision Topics to deliver integrated land use and transport outcomes.

6.13 Cul de sac design - Issues and options

Context and Issues identification

Cul de sacs are a useful way to provide roading access into small development pockets and limit vehicle movements within contained development areas. They can promote social interaction, passive surveillance and active transport modes when designed with pedestrian and cycling through connections. Cul de sacs also increase the yield of sections within subdivisions through a reduction in roads that require more land. They are also an alternative to multiple private accessways (rights of way), which significantly reduce permeability and movement options.

However, because cul de sacs are often a termination point for vehicles they can be barriers to a well-connected street network, particularly where through connections for walking and cycling are not provided. The reduced number of vehicles and poorly designed cul de sacs can contribute to less optimal Crime Prevention Through Environmental Design (CPTED) outcomes. These include entrapment through the lack of appropriate sight lines, reduced passive surveillance and limited options to choose from when selecting exit points to access multiple destinations.

Cul de sacs are managed in the Plan through a maximum 150m length requirement and controls to ensure they connect to a through road rather than another cul de sac. There is also direction provided in the Subdivision Design Guide, although the Transport Baseline Report signals that this guide could benefit from a review to ensure it reflects desirable outcomes. The Transport Baseline Report has identified several examples where less optimal design outcomes have occurred despite these methods being in place, confirming that the current methods for managing cul de sac design need be reviewed. Ideally cul de sacs should provide for at least public walking and cycling connections from its end point to the wider reserve and roading network to promote wider residential permeability.

Option analysis

The Transport Baseline Report has evaluated three Options that are outlined in [Table 10](#) below. This table has been adapted from the Baseline Report to provide wording clarification where necessary:

Table 10: Cul de sac design Options

Option	Advantages (Effectiveness & efficiency)	Disadvantages (Limitations & risks)
Option 1: Status quo – Subdivision rule requiring a maximum 150m length and no cul de sac at the end of a cul de sac	<ul style="list-style-type: none"> - Provides some control over cul de sac design 	<ul style="list-style-type: none"> - Risk of poor network outcomes - Does not require line of sight to opposite junctions
Option 2: Reduce the maximum length to 100m and require a pedestrian link at the termination point	<ul style="list-style-type: none"> - Reduced risk of poor outcomes - Provides additional permeability through pedestrian/cycling links 	<ul style="list-style-type: none"> - Does not require line of sight to opposite junctions - A cul de sac shorter than 150m in length can look out of proportion to the 23m diameter turning circle
Option 3: Retain Option 1 (status quo) and require a line of sight to the adjoining street through assessment matters (where topography and existing networks support this) (<u>Preferred Option</u>)	<ul style="list-style-type: none"> - Reduced risk of poor outcomes - Provides additional permeability through pedestrian/cycling links - Allows shorter cul de sac lengths to support CPTED¹¹ 	<ul style="list-style-type: none"> - Reduces flexibility - Creates more consenting requirements, so may not be supported by developers

6.14 Preferred Option for managing cul de sac design – Option 3

Option 3 is considered the most efficient approach as it builds on the current methods but includes stronger direction on how cul de sacs should be designed within a network. It will require a clear description of what 'line of sight' means in practical terms and to reference design standards to provide walking and cycling connections and CPTED outcomes. The status quo (Option 1) does not go far enough in addressing the identified Issue, while reducing the maximum length of cul de sacs (Option 2) is considered to be too inflexible and difficult to administer.

Effectiveness in Addressing Issue:

Option 3 will require detailed consideration of the design standards and assessment matters to ensure the methods can respond to varying subdivision layouts and context (such as topography or physical constraints). This option provides the necessary degree of control to meet the desired outcomes when compared to the two alternative options.

Risks:

¹¹ Crime Prevention Through Environmental Design

Option 3 presents some risk as it will increase the need for subdivision proposals to comply with additional design standards (to provide sight lines with adjoining streets) and the development of rules that are responsive to the context of each site (including 'brownfield' locations). However, in comparison the status quo (Option 1) is giving rise to poor outcomes and reducing the cul de sac lengths (Option 2) is unlikely to address the identified Issue and is overly restrictive.

Budget or Time Implications:

Option 3 will incur time and cost to Council to determine appropriate design requirement and assessment matters. However, it is considered that this investment is needed to provide well connected and safe communities.

Stakeholder and Community Interests:

All identified stakeholders.

Recommendation:

Proceed with Option 3, which is to evaluate the appropriateness of retaining the existing subdivision rule requiring a maximum 150m length and no cul de sac at the end of a cul de sac, and to require a line of sight to the adjoining street.

6.15 Cycle parking rates - Issues and options

Context and Issues identification

It is important to ensure that people who choose to cycle have a suitable cycle parking space available at their destination to support active modes of travel. The SDC Walking and Cycling Strategy seeks a district where more people walk and cycle safely for transportation and enjoyment.

The Plan currently requires cycle parking for some specific activities, where one supply rate is applied¹². The best practice review has identified a large variation in how district plans manage cycle parking. However, overall it is best practice to include cycle parking requirements for each activity.

In many respects the Plan provides certainty around the provision for cycle parks, although the best practice review identifies that the rules should be extended to cover more activities and be specific to those activities both short and long-term users.

Option analysis

The Transport Baseline Report has evaluated two Options that are outlined in [Table 11](#) below. This table has been adapted from the Baseline Report to provide wording clarification where necessary:

¹² Part C Living Zone Rules – Activities 10.9.1 and Appendix E13

Table 11: Cycle parking rate Options

Option	Advantages (Effectiveness & efficiency)	Disadvantages (Limitations & risks)
Option 1: Status quo – Parking rates linked to some listed activities	- Rule is easy to administer and understand	- Risk of cycle parking being under-supplied - Understates the importance of cycling parking compared to car parking
Option 2: Activity-based parking rates (with parking based on floor area and long and short-term requirements) (Preferred Option)	- More likely to ensure supply meets demand (and encourage alternative travel modes) - Recognises cycling as an important travel mode - Aligns with the Walking and Cycling Strategy	- Marginally more complex to administer and for applicants to understand

6.16 Preferred Option for determining cycle parking rates – Option 2

Option 2 is considered the most appropriate as it represents a comprehensive approach to supplying cycle parking based on the scale and nature of activities. This approach is required to address the Issues identified with the status quo (Option 1).

Effectiveness in Addressing Issue:

Option 2 will require a detailed analysis of appropriate cycle parking rates for a broad range of activities, including floor areas and to cater for long (staff) and short term (visitors) needs. However, this Option represents the opportunity to incentivise cycling and to address the poor outcomes identified with the status quo (Option 1).

Risks:

Option 2 presents limited risk when considered against the status quo, where issues have been identified with how cycle parking is managed under the Plan. This approach is likely to generate interest as it will vary the parking rates and require additional assessments to accompany consent applications if the cycle parking does not comply.

Budget or Time Implications:

Option 2 will incur time and cost to Council to review and amend the cycle parking rules. However, it is considered that this investment is needed to provide well connected and safe communities.

Stakeholder and Community Interests:

All identified stakeholders.

Recommendation:

Proceed with Option 2, which is to develop activity-based cycle parking rates using floor area and to cater for both long and short-term needs.

6.17 Cycle parking location and design - Issues and options

Context and Issues identification

Cycling as a safe, efficient and convenient mode of travel can be encouraged by ensuring that cycle parking spaces are appropriately located and suitably designed. Even where there is provision made within district plans, cycle parking facilities are often underutilised due to the distance they are located from the pedestrian entrance to a destination, the use of poorly designed cycle stands or safety concerns due to poor lighting or concealment.

The Plan currently references the need for cycle parks to be located on the same site as the activity, to be as close as practicable to the buildings main entrance (where cycle parks are required) and that they are clearly visible (to cyclists entering the site), well-lit and secure. The Engineering CoP provides further guidance, including on the design of bike stands.

The best practice review has identified that the rules for determining the location and design of cycle parking facilities need to be extended to incorporate some of the design standards currently contained in the Engineering Code of Practice and other District Plans.

Option analysis

The Transport Baseline Report has evaluated two Options that are outlined in [Table 12](#) below. This table has been adapted from the Baseline Report to provide wording clarification where necessary:

Table 12: Cycle parking location and design Options

Option	Advantages (Effectiveness & efficiency)	Disadvantages (Limitations & risks)
Option 1: Status quo – Some direction on cycle parking location and design	<ul style="list-style-type: none"> - Covers most of the essential elements 	<ul style="list-style-type: none"> - Does not support cycling to the same degree as car parks (where there are more detailed design requirements)
Option 2: Add rules for determining the location and design of cycle parks, including relevant Engineering CoP design standards (Preferred Option)	<ul style="list-style-type: none"> - More likely to encourage cycling - Recognises cycling as an important travel mode - Aligns with the Walking and Cycling Strategy 	<ul style="list-style-type: none"> - More complex to administer and for applicants to understand

6.18 Preferred Option for determining cycle parking location and design – Option 2

Option 2 is the most appropriate as it represents a comprehensive approach to investigate opportunities to improve the location and design of cycle parks to encourage active travel modes. This approach is required to address the Issues identified with the status quo (Option 1).

Effectiveness in Addressing Issue:

Option 2 will require a detailed analysis of appropriate cycle parking locations and design specifications to support cycling by ensuring safe, convenient and appropriate parking spaces are provided. This Option represents the opportunity to address the shortcomings identified with the status quo (Option 1).

Risks:

Option 2 presents limited risk when considered against the status quo, where issues have been identified with how cycle parking location and design is managed under the Plan. This approach is likely to generate interest as it signals the need for additional assessments to accompany consent applications if the cycle parking does not comply.

Budget or Time Implications:

Option 2 will incur time and cost to Council to review and possibly amend the cycle parking location and design. However, it is considered that this investment is needed to provide for active communities and support the SDC Walking and Cycling Strategy.

Stakeholder and Community Interests:

All identified stakeholders.

Recommendation:

Proceed with Option 2, which is to develop rules to establish the location and design of cycle parking facilities, including the incorporation of some Engineering Code of Practice requirements.

6.19 Public transport - Issues and options

Context and Issues identification

It is important to provide communities with appropriate access to public transport options and to encourage the use of more active modes of travel through district plans. This requires local authorities to not only provide the necessary infrastructure and road network configurations to support the bus services provided by Environment Canterbury, but to also support public transport through district plan objectives, policies and methods.

The Plan policies consider public transport when evaluating the effects of land use and subdivision activities¹³ and when assessing new roads¹⁴. Council has also undertaken structure planning exercises to identify where network capacity is needed to support public transport through the selection of appropriate road categories, which are referenced in Outline Development Plans. The best practice review has identified the need to strengthen the policy level directions to align the Proposed Plan with the most recent statutory direction.

This includes the Regional Land Transport Plan 2016 that requires the importance of public transport to be recognised through objectives. It also identifies the need to signal the intention for a segregated public transport corridor between Christchurch City and Rolleston¹⁵ and to encourage land use and subdivision development that supports public transport outcomes. An example includes establishing Park N' Ride facilities in Type 1 town centres in close proximity to public transport facilities, services and corridors.

¹³ Policy B2.1.4(a)

¹⁴ Policy B2.1.5

¹⁵ That is identified in the Greater Christchurch Public Transport Futures Business Case

Option analysis

The Transport Baseline Report has evaluated two Options that are outlined in [Table 13](#) below.

This table has been developed from the Baseline Report content:

Table 13: Public transport Options

Option	Advantages (Effectiveness & efficiency)	Disadvantages (Limitations & risks)
Option 1: Status quo – Reference public transport outcomes in the policies	<ul style="list-style-type: none"> - No change, which creates efficiencies in administering the Plan 	<ul style="list-style-type: none"> - Fails to give effect to the most recent strategic requirement for public transport to be supported by objectives
Option 2: Include objectives and policies to support public transport outcomes and reference the need for Council to consider specific public transport facilities to support related public transport services (Preferred Option)	<ul style="list-style-type: none"> - Reflects current best practice - Requires more integrated land use and transport outcomes - Promotes the use of public transport 	<ul style="list-style-type: none"> - Uncertainty around the timing and funding of public transport facilities and services across Greater Christchurch

6.20 Preferred Option for promoting public transport – Option 2

Option 2 is considered the most effective approach to adopt as it will ensure the Proposed Plan is consistent with best practice and contains clear direction on the methods for promoting public transport through objectives. These methods include referencing the need for Council to consider the establishment of specific public transport facilities, such as the provision of a segregated public transport corridor between Christchurch City and Rolleston and Park N' Ride facilities.

Effectiveness in Addressing Issue:

Option 2 represents the opportunity to address the shortcomings identified with the status quo (Option 1), where the current policies need to be supported by objectives to achieve integrated land use and transport outcomes and for specific public transport facilities to be considered by Council.

Risks:

Option 2 presents limited risk as it reflects best practice and will ensure the Proposed Plan is able to give effect to higher order planning instruments. There are uncertainties associated with referencing the need for Council to investigate specific public transport facilities, including the timing and funding of these initiatives. However, these risks are considered to be minor given they are providing high level direction and can be addressed in the drafting phase. Any costs incurred in establishing these facilities would need to be determined through Asset Management Plan and Long Term Plan processes.

Budget or Time Implications:

Option 2 will incur time and cost to Council to review and include additional objectives and policies into the Proposed Plan. However, this investment is needed to ensure land use and subdivision development supports public transport.

Stakeholder and Community Interests:

All identified stakeholders.

Recommendation:

Proceed with Option 2, which is to evaluate the appropriateness of incorporating objectives to encourage land use and subdivision development that support public transport outcomes, including signaling the need for Council to consider the establishment of specific public transport facilities.

7.0 Summary of stakeholder engagement

Stakeholder engagement has been undertaken as part of the process to prioritise the Issues, determine the Preferred Options and finalise the Transport Baseline Report.

Two workshops were held, the first to identify Issues and Opportunities and the second to review Options. These workshops included Selwyn District Council staff, including personnel from the Assets (Asset Manager – Transport and Development Engineer) and Environmental Services (District Plan Topic Leads, Senior Town Planner/Urban Designer and Senior Resource Management Planners) Departments and representatives from the NZTA and Environment Canterbury.

Targeted discussions on the Mahaanui Iwi Management Plan took place with Mahaanui Kurataiao advisors, who were also invited to attend the workshops but did not attend.

Discussions were held with neighbouring councils with regard to their district plans provisions. There are several Issues where it is recommended that discussions are held with Waimakariri District, who are at a similar stage in their District Plan Review. These Issues are similar in nature and scale and there are benefits and efficiencies able to be gained through investigating consistent cross boundary solutions.

These stakeholders have also contributed to the content and review of this Update and Preferred Options Report. Environment Canterbury and NZTA staff support all the proposed Options. The advice received identifies that the recommended approach is proactive and that it represents a strong basis for achieving land use and transport integration and encouraging active travel modes.

8.0 Conclusion

Overall, there is strong direction provided in the Transport Baseline Report to provide confidence to Council that the identified Preferred Options can proceed to the consultation, Section 32 evaluation and drafting phases. The exception relates to the car parking Issue, where further work is recommended to deliver process efficiencies, ensure an integrated approach to land use and transport planning is achieved and to provide certainty to Council that the preliminary Preferred Options are viable before they are presented for consideration.

9.0 Update and Preferred Options for further consideration

The Project Team recommends that:

1. The above Update is received, the approach outlined in Section 5.0 is endorsed and Preferred Options are presented once the work streams have been completed.
2. The Preferred Options for District Wide - Transport that are outlined in Section 6.0 are endorsed for further development (including targeted stakeholder engagement, Section 32 analysis and Drafting Phase).

APPENDIX 1: Transport Baseline Report (DW009)

<https://www.selwyn.govt.nz/property-And-building/planning/strategies-and-plans/selwyn-district-plan/selwyn-district-plan-review/supporting-information>

APPENDIX 2: Summary of discounted Issues or Issues where no change is recommended

Issue	Context	Reason for discounting the Issue
Transport resilience	- Does the Plan contain the necessary provisions to ensure transport networks are resilient to natural hazard events, including the effects of climate change?	- This Issue is being addressed by the Natural Hazards Topic and Transport Activity Management Plan
Future transport needs	- Does the Proposed Plan need to more actively support future technologies, such as through the provision of vehicle charging points?	- This Issue is being addressed through the Transport Activity Management Plan and by private developers (for example New World supermarkets and Rolleston Square Shopping Centre)
Protection of the strategic transport network	- Does the Plan protect the strategic transport network from activities that may undermine their efficient operation?	- This Issue is being addressed through the Noise and Vibration Topic
One Network Road Classification (ONRC)	- Does the Plan sufficiently incorporate NZTA's ONRC standards into the road classifications?	- This Issue was addressed in the Transport Baseline workshops, where NZTA confirmed that there is no need to align the Proposed Plan with the ONRC
Amenity Strips in roads	- Does the Plan ensure legal road widths provide sufficient space for amenity strips?	- The Transport Baseline Report has established that no changes are considered necessary
Cycling facilities within road corridors	- Does the Plan ensure legal road widths provide sufficient space for cycling?	- The Transport Baseline Report has established that no changes are considered necessary
End of trip facilities	- Does the Proposed Plan need to more actively promote cycling through end of trip facilities, (such as showers, changing rooms or lockers)?	- The Transport Baseline Report has established that end of trip facilities can be appropriately managed outside the Plan
Referencing external documents	- How will non-statutory documents and standards, including the Engineering CoP and urban design guides, be referenced in the Proposed Plan to ensure they are given appropriate statutory weight?	- This Issue needs to be addressed by all other Topics to ensure non-statutory documents are integrated into the Proposed Plan where it is required to achieve sustainable outcomes

APPENDIX 3: Neighbouring and best practice review – Car parking

Issue	Car parking
Selwyn District Plan	Activity-based minimum on-site parking requirements are set, including within some Key Activity Centre Precincts.
Ashburton District Plan	No Central Business District (“CBD”) on-site parking requirements (NB: Sufficient public parking is available).
Waimakariri District Plan	No CBD on-site parking requirements in the ‘Principle Shopping Streets’ in Rangiora and Kaiapoi, with cash in lieu of parks required (NB: Sufficient public parking is available).
Christchurch District Plan	Actively promote reduced on-site parking requirements, with maximums set in the central city core (NB: Sufficient public parking is available).
Auckland Unitary Plan	Maximum parking rates are set for the central city core, with minimum and maximum rates set for some office-based activities.
Hamilton District Plan	Activity-based minimum on-site parking requirements except in the core Business zones where more than 20 spaces cannot exceed 125% of the minimum required.
Tauranga District Plan	Activity-based minimum on-site parking requirements. Parking reduction factor incentivises reduced on-site parking where criteria are met (e.g. walkable distances and accessibility to public transport).
Dunedin District Plan	Activity-based minimum on-site parking requirements.
Queenstown District Plan	Minimum and maximum parking rates, where exceedance of the maximum triggers assessment against a number of matters.

DW209 Transport – communications and engagement summary plan

Key messages

(as of 14 August 2018)

Background

- As part of the Selwyn District Plan Review, policies and rules in the current District Plan relating to the management of transport in the district are being reviewed.
- Transport is a district-wide topic that is of relevance to all the land use zones and environments managed under the current District Plan and the provisions extend across both the Rural and Township Volumes.
- Plan Change 12 (Integrated Transport Management), which became operative in 2013, involved a comprehensive review of the District Plan's transport provisions, with a focus on best practice and incorporating methods to integrate land use and transport planning. It included changes to promote a safe and efficient transport network, options to protect future networks, and introduced road categories that reflect the levels of service and function of roads within a network hierarchy.
- A Supplementary Transport Scope of Works (DW024) has been issued to evaluate the continued effectiveness of a number of detailed transport related provisions in the Plan not covered by the Baseline Review (DW009) and the Preferred Options Report (DW209).
- Additional work is being undertaken separately on the car parking options to assist in determining a preferred option for the future District Plan for the two main town centres (Rolleston and Lincoln) and the other townships. This includes integrating the baseline evaluations with other review topics, coordinating discussions with Waimakariri District Council, and considering the findings of a district-wide Car Parking Strategy before a preferred option can be presented to the District Plan Committee. The Car Parking Strategy is currently being developed and is expected to go out for public consultation in September.

Current status

- Key issues include:
 - Appropriate methods for managing activities in road reserve need to be determined (for example, by way of utilities related rules and adjacent zoning or a Specific Transport Zone);
 - There are no provisions requiring Integrated Transport Assessments (ITAs);
 - Transport networks need to better recognise local character and amenity values, for example through road widths, vehicle crossing widths and footpaths;
 - Modal shift needs to be more actively promoted ie promoting walking, cycling and public transport.

About preferred option

- Key draft changes include:
 - Roads continue to be a 'utility' and subject to adjoining zoning to the centerline of the road, but the utility rules are amended so they more clearly provide for roading;
 - That ITAs are required for certain land developments based on thresholds relating to the scale of the activity; this will give the Council confidence that the impacts of high trip generating activities on the wider network are being identified.
 - That the minimum widths of 'Local Minor' and 'Local Intermediate' roads be further reviewed with the intention to increase the permitted width, but subject to wider Council input; the vehicle crossing widths associated with medium density housing be reduced from 6m maximum (to say 3.5m maximum);
 - Require two-sided footpaths on all Local Roads ie Council-owned roads where this is possible within the legal road width, and the appropriateness of single-sided footpaths can be evaluated through the resource consent process;
 - Include subdivision performance standards requiring walkable blocks with an 800m maximum perimeter;
 - Retain the subdivision rule requiring a maximum 150m length and not allowing one cul de sac to connect to another cul de sac t;
 - Develop rules which require cycle parks for certain land use activities and add rules about where such parking should be located and how it is designed;
 - Include objectives and policies to support public transport outcomes and reference the need for Council to consider specific facilities to support public transport services.

Audiences¹

Internal	Partners	Key stakeholders ²	Landowners /occupiers ³	General public
DPC	ECan	NZ Transport Agency	[N/A]	Selwyn ratepayers
SDC Asset Manager - Transport	Te Ngāi Tuāhuriri Rūnanga (represented by Mahaanui Kurataiao)	Waimakariri District Council		News media
SDC resource consent team	Te Taumutu Rūnanga (represented by Mahaanui Kurataiao)			Wider public

Legend	<i>High level of interest/ High level of influence ("Manage closely")</i>	<i>High level of interest/ Low level of influence ("Keep informed")</i>	<i>Low level of interest/ high level of influence ("Keep satisfied")</i>	<i>Low level of interest/ Low level of influence ("Watch only")</i>

¹ "...Differing levels and forms of engagement may be required during the varying phases of consideration and decision-making on an issue, and for different community groups or stakeholders. The Council will review the appropriateness and effectiveness of the engagement strategy and methods as the process proceeds." [Significance and Engagement Policy: Adopted 26 November 2014; p.6]

² Key stakeholders are "the organisations requiring engagement and information as the preferred options for the Draft District Plan are being prepared." (District Plan Review Community Engagement Implementation Plan; p.6) Key stakeholders "...will advocate for or against decisions that will need to be made..." and "For the District Plan Review, stakeholders include any party that can influence decisions or be influenced by decisions made on policies or rules." (DPR Engagement Framework)

³ Landowners are "the individuals and businesses that could be affected by the proposed changes in the District Plan." (District Plan Review Community Engagement Implementation Plan; p.6)

Engagement during review phases

Review phases	Internal	ECan	Rūnanga	Key stakeholders	General public
Baseline assessments				NZTA	
Preferred option development				NZTA	
Preferred option consultation					

2018 communications and engagement key tasks/milestones per month

(more detailed action plans to be developed for each major milestone or as required)

Audiences	Pre-August	August	August/September ⁴
ECan	Consulted with as part of the Baseline assessment	Preferred option report was shared and feedback sought	Preferred Option Report and associated supporting documents are shared
Rūnanga	Consulted with as part of the Baseline assessment	Preferred option report was shared and feedback sought	Preferred Option Report and associated supporting documents are shared
Key stakeholders	NZTA consulted with as part of the Baseline assessment	Preferred option report is shared with NZTA and feedback sought	Preferred Option Report and associated supporting documents are shared. Further discussions with Waimakariri District Council
Landowners/occupiers			[As part of general public consultation]
General public			General consultation as part of district-wide matters
DPC		Preferred option report goes to DPC for endorsement	

⁴ This plan covers period until public pre-notification consultation on preferred options starts.

10. Preferred Option Report and Communications and Engagement Summary Plan – Vegetation

Author:	Robert Love (Strategy & Policy Planner)
Contact:	347 1821

Purpose

To brief the Committee on the ‘Vegetation’ Preferred Option Report, which summarises the findings of the Baseline report that reviews the operative District Plan provisions relating to vegetation activities, wilding tree spread, and the potential implications of the National Environmental Standard for Plantation Forestry (NES-PF).

The attached Communications and Engagement Summary Plan is to inform the Committee of the engagement activities to be undertaken in relation to the ‘Vegetation’ topic.

Recommendations

“That the Committee notes the report.”

“That the Committee endorses the Preferred Option for ‘Vegetation’ for further development and engagement.”

“That the Committee notes the summary plan.”

Attachments

‘Preferred Option Report for Vegetation’

‘Vegetation – communications and engagement summary plan’

PREFERRED OPTION REPORT TO DISTRICT PLAN COMMITTEE

DATE: 22 August 2018

TOPIC NAME: Rural

SCOPE DESCRIPTION: RU209 - Vegetation (Plantations, Plantation Forestry, Shelter Belts, Amenity Plantings), including Wilding Tree Spread

TOPIC LEAD: Robert Love

PREPARED BY: Robert Love

EXECUTIVE SUMMARY

<i>Issue(s)</i>	<ul style="list-style-type: none"> Potential confusion between the terms introduced in the National Environmental Standard for Plantation Forestry (NES-PF) and the terms used in the Operative District Plan (ODP). Further, some of the definitions used in the ODP are not as effective as they could be. Some rules are difficult to administer, and some readjustment of these rules would improve their effectiveness. Additionally, the current rule structure does not align with the draft National Planning Standards.
<i>Preferred Option</i>	The Project Team recommends that the proposed amendments in Option 2, to make amendments to the current provisions, be endorsed for further engagement and development.
<i>DPC Decision</i>	



1.0 Introduction

Forestry occurs through all five areas of the Rural Zone with plantation forestry covering approximately 1.5% (approximately 9,398 ha) of Selwyn District. The majority of this plantation forestry is located within the Malvern Hills area with 7,100 ha covering approximately 14.8% of that area.

Area	Zone Size (h)	Forestry Size (h)	Coverage
Port Hills	3,255	456	14.0%
Inner Plains	27,905	330	1.2%
Outer Plains	175,644	871	0.5%
Malvern Hills	47,928	7,109	14.8%
High Country	357,644	632	0.2%
Total	612,376	9,398	1.5%

Table 1: Desktop assessment of forestry cover in the Selwyn District

In addition to the commercial forestry operations, the Selwyn District, having a large Rural Zone, contains a magnitude of other plantings such as woodlots, orchards, vineyards, shelterbelts, and amenity plantings. All of these are managed to a certain degree in the Operative District Plan (ODP).

Central Government have recently released the National Environmental Standard for Plantation Forestry (NES-PF), which supersedes any relevant district plan provisions where specified. The NES-PF is designed to provide a nationally consistent set of rules that address the risks of forestry activities and protect sensitive environments. The Ministry of Primary Industries anticipates that the NES-PF will reduce the costs of plan development and legislation.

The purpose of this scope of works is to identify and assess the ODP's provisions relating to:

- vegetation activities;
- wilding tree spread;
- the potential implications of the NES-PF and to identify any cross overs between the two; and
- provide options and recommendations for consideration to inform the Proposed District Plan.

While the ODP has tree shading provisions, the District Plan Committee has already decided (on 28 June 2017) that tree shading be dealt with outside of the District Plan, and as such this matter will not be discussed in detail in this report.

Additionally, this scope has some crossover with the Wild Fire Risk Management Scope (which was endorsed by DPC on 18th April 2018 and as such this report does not cover wildfire risk management and setbacks to avoid duplication.

It should be noted that this Preferred Options Report only includes a summary of the recommended preferred option. The Baseline report should be consulted for the in-depth discussion and reasoning behind the proposed amendments – see **Appendix 1**.

2.0 Summary of Issues

While no significant issues with the relevant vegetation provisions of the ODP were identified, a number of minor amendments are required to address:

- Potential confusion between the terms introduced in the NES-PF and the terms used in the ODP. Further, some of the definitions used in the ODP are not as effective as they could be.
- Some rules are difficult to administer, and some readjustment of these rules would improve their effectiveness. Additionally, the current rule structure does not align with the draft National Planning Standards.

3.0 Statement of Operative District Plan approach

3.1 Definitions

The ODP defines three types of tree plantings; Shelterbelt, Amenity Planting, and Plantations. Forestry activities are also referred to in the definition of earthworks. The most relevant definitions to this Scope are discussed below.

Amenity Plantings:

This definition primarily covers plantings in the immediate vicinity of a principal building either to provide shelter, aesthetic appeal, or to visually screen the site. This definition includes woodlots, orchards, and vineyards which are located in close proximity to the principal building, and are for the purpose of primarily serving the residents. There is a limit of four hectares for woodlots, orchards, and vineyards to be considered under this definition.

Shelterbelt:

This definition covers a group of trees primarily for the purposes of providing shelter to stock, crops, or buildings from wind. There is a restriction that shelterbelts be no more 20 metres in width, and are not clear felled.

Plantation:

This definition essentially acts as a 'catch-all' definition for any group of trees that do not meet the 'Amenity Plantings' or 'Shelterbelt' definitions. This definition includes all trees regardless of them being for harvest or not. There are no area restrictions imposed through this definition.

Existing Plantation:

This definition covers the tending, maintenance, harvesting and replanting of a plantation already established at the date of notification of the Plan including any ancillary traffic movements.

3.2 Rules

Within the Rural Volume of the ODP, there is a dedicated section for shelterbelts and amenity plantings (2.1), and another for plantations (2.2).

Shelterbelts and amenity plantings are permitted under Rule 2.1.1, if all of the associated conditions are met:

- Restriction on species type;
- Not within an outstanding natural landscape (ONL) or a forestry exclusion area;
- Restrictions on plantings along SH73 and the Midland Railway;
- Setbacks from waterbodies;
- Restrictions on tree shading;
- No encroachment within line of sight of rail crossings or road intersections;
- Height restrictions near airfields;
- Restrictions on the planting of trees in areas of customary significance, and other protection areas.

Depending on the condition breached, the activity may be considered either a restricted discretionary activity, a discretionary activity, or a non-complying activity.

Section 2.2 addresses 'Plantations' with the planting or harvesting of any plantation being a permitted activity if all of the associated conditions are met:

- Not within certain rural areas (Port Hills, Malvern Hills, High Country), or visual amenity landscapes (VAL);
- Limits on soil disturbance within customary sites;
- Setbacks from waterbodies;
- Restrictions on tree shading;
- No encroachment within the line of sight of rail crossings or road intersections;
- Height restrictions near airfields.

Depending on the condition breached, the activity may be considered either as a restricted discretionary activity, a discretionary activity, or a non-complying activity.

It is relevant to note that under the ODP there are no setback requirements for plantations to neighbouring properties, there are only provisions addressing the shading of neighbouring properties.

Wilding tree spread is dealt with by restrictions on the species of trees that are permitted to be used for plantings in certain environments. If an activity breaches these restrictions then a wilding management plan is required, and any activity may be subject to a notified consent process.

The Forestry Exclusion Zones in the ODP limit plantations and shelterbelts in particular areas identified on the planning maps, but does not impose other planning restrictions within them, such as in other areas with an ONL or VAL classification. These areas were excluded from the ONL and VAL areas because they are areas where more intensive pasture improvements, structures and buildings, earthworks or other activities may be appropriate landscape changes, but where exotic plantations may have more significant adverse effects on the landscape.

4.0 Summary of relevant statutory and/or policy context and other background information

4.1 National Environmental Standard – Plantation Forestry 2017

The NES-PF is a National Environmental Standard which took effect on 1 May 2018. This Standard manages many aspects of forestry activity traditionally dealt with at a regional and district council level. Given the presence of this Standard, Section 44 of the RMA requires the Selwyn District Plan not to be inconsistent with or duplicate matters contained within the Standard.

The NES-PF only applies to forestry over one hectare in size and for the purposes of being commercially harvested.

The NES-PF has two main objectives: to maintain or improve the environmental outcomes associated with plantation forestry activities nationally; and to increase certainty and efficiency in the management of plantation forestry activities.

The NES-PF regulations apply to forestry activities: afforestation; pruning and thinning to waste; earthworks; river crossings; forestry quarrying (means the extraction of materials for the construction of roads or other forestry infrastructure); harvesting; mechanical land preparation; replanting; ancillary activities relating to slash traps, indigenous and non-indigenous vegetation clearance, discharges, disturbances, diversions, noise, dust, indigenous bird nesting; and fuel storage and refuelling.

Regulation 6 of the NES-PF allows for the rules of a district plan to be more stringent if it is giving effect to: national instruments; matters of national importance (but limited to only outstanding natural features and landscapes, and significant natural areas); and unique and sensitive environments (separation point granite soils, geothermal area or karst geology, activities 1km upstream of drinking water supplies).

Regarding how customary sites relate to the provisions within the Standard, these are not mentioned under Regulation 6, and therefore cannot be dealt with under this Regulation. However, where the Standards state that an activity is permitted, a plan rule may only deal with effects of that activity that are different from the effects dealt with in the NES-PF (s43A(5)(b) RMA). Therefore, as cultural matters are not dealt with under this Standard then they can continue to be managed as part of the district plan. How effects on customary sites are managed by the district plan will need to be developed in conjunction with Tāngata Whenua as part of a Part 2 assessment.

The NES-PF also contains a wilding tree spread risk calculator, which takes into account elements such as species type, location, and grazing intensity.

Given the presence of the NES-PF, legal advice was sought from Adderley Head about the primacy of the provisions contained within the NES-PF over potential provisions contained within the Proposed District Plan. In summary, the advice stated that a District Plan is not required to adopt a NES definition. However, by not adopting a NES definition, there is potential for conflict and inconsistency between the District Plan and a NES. Given that the RMA requires that the District

Plan not be inconsistent with or duplicate matters contained within an NES, alignment between the two documents in how the definition is used within the rules needs to be carefully considered.

4.2 New Zealand Wilding Conifer Management Strategy 2015 - 2030

This is a non-statutory strategy that supports collaborative action to address the critical issues facing wilding conifer management (Ministry for Primary Industries, 2014). This strategy supports the use of the wilding conifer “risk calculator” to assess and reduce the risk of new wilding conifers establishing. This calculator assessment is now utilised in the NES-PF. The strategy also recognises the different roles that each sector is to perform, including local landowners. Their own personal management and collaboration with authorities and neighbours is critical in helping to manage wilding tree spread. It recognises that territorial local authorities are well placed to establish appropriate rules in their district plans to ensure that land occupiers are undertaking their roles. It is also recognised that regional councils are well placed to enable wilding conifer control in regional plans. This specified division of roles is also seen in the NES-PF. However, the strategy also recognises that land occupiers can have significant effects on managing wilding spread.

4.3 Canterbury Regional Pest Management Strategy 2018

The Canterbury Regional Pest Management Strategy became operative on the 1st of July 2018.

The strategy identifies wilding conifers (in the progressive containment programme) as a pest. As part of the Strategy’s consultation, it was recognised that there is strong support for greater regulatory support for current wilding conifer control efforts. It defines wilding conifers as any introduced conifer tree, including but not limited to those trees listed below, established by natural means, unless it is located within a forest plantations, and does not create any greater risk of wilding conifer spread to adjacent or nearby land, other than the forest plantation that it is part of.

Listed species include:

- **Bishops pine**, *Pinus muricata*
- **Contorta (lodgepole) pine**, *Pinus contorta*
- **Corsican pine**, *Pinus nigra*
- **Douglas fir**, *Pseudotsuga menziesii*
- European larch, *Larix decidua*
- Maritime pine, *Pinus pinaster*
- **Mountain pine and dwarf mountain pine**, *Pinus mugo* and *P. uncinata*
- Ponderosa pine, *Pinus ponderosa*
- Radiata pine, *Pinus radiata*
- **Scots pine**, *Pinus sylvestris*

This list is more extensive than the species currently listed in the ODP (2.1.1.1, 2.2.2.2). The species that are currently listed in the ODP are in **bold**.



Figure 1: Proposed Wilding Conifer Containment Area (Yellow) (Environment Canterbury, 2017, p.106)

The goal is to secure the clearance of wilding conifers and the named pest conifers from within 900,000 hectares of land, over the first 10 years. The Wilding Conifer Containment Area covers the High Country Zone and some of the Malvern Hills.

4.4 National Planning Standards

Currently the Ministry for the Environment are developing a set of planning standards to be adopted by all councils to improve the uniformity of the planning framework in an effort to improve the user friendliness of district and regional plans.

As some of the standards will be mandatory there may be an effect on this scope of works. The main effect of the national planning standards on this topic is around rule structure. The current vegetation rule structures, as with the majority of the other district plan content, does not align with the draft national planning standards. Therefore, during drafting, the conventions set out in the national planning standards will need to be closely followed, and if necessary the structure will need to be amended to reflect any refinements to the standards once confirmed.

5.0 Stakeholder Engagement

A draft preferred options report was shared with:

- Mahaanui Kurataiao Limited
 - o This party responded stating that any approach taken in this scope of works should be consistent with the proposed approach in the Site and Areas of Significance Report (June 2018) prepared by Mahaanui Kurataiao Ltd. One of the main points of

interest will be around the need for the district plan to require forestry planation to be setback from particular significant sites and areas.

- Some of the restrictions for commercial forestry included in this Report include:
 - 200 metres from Wahi Tapu, Wahi Taonga, or Nga Turanga Tupuna landscapes.
 - Any new commercial forestry within the rural zone be a discretionary activity.
- Canterbury Regional Council
 - This party had nothing to add from the regional council perspective. It was stated that there may be some overlap between this scope, the biodiversity scope, and the ONL scope.
- Federated Farmers
 - To date no response has been received from this party.
- Selwyn District Council Assets
 - To date no response has been received from this party.
- Selwyn District Council Compliance Monitoring
 - This party's main concern was around indigenous vegetation clearance, which is not covered by this scope.
- Selwyn District Council Consents
 - To date no response has been received from this party.
- Land owners
 - University of Canterbury
 - To date no response has been received from this party.
 - Peter graham (Ahuriri Farm)
 - A meeting with this party was arranged with the main points of this meeting being:
 - A general dissatisfaction of the extent of the ONL area;
 - That plantation forestry should not be restricted within ONL areas;
 - That no change occurs to the four hectare amenity planning/ plantation threshold.
 - Matariki/ Rayonier
 - A response was received from this party. With the main points of the response being:
 - That another word be found for 'plantation' to avoid confusion with the NES-PF definition for 'plantation forestry'. A term such as horticultural plantings was suggested.
 - Clarification around the content of the Canterbury Pest Management Strategy 2018 was suggested, to clearly articulate what the strategy deems to be a pest tree.
 - Accepting of the restrictions for afforestation within ONL areas, but would like to see some leeway given for forestry activities in ONL where the visual amenity has been somewhat compromised.
 - Department of Conservation

- To date no response has been received from this party.
- Scion
 - To date no response has been received from this party.

6.0 Summary of Options to address Issues

6.1 OPTION 1 – Status Quo

Given the age of the ODP, and the presence of the NES-PF the current provisions are out of date and no longer effective. Additionally some provisions are in conflict with or duplicate parts of the NES-PF and are required to be amended.

6.2 OPTION 2 – Make amendments to current regime

With the presence of the NES-PF some changes to the ODP are mandatory. On top of these mandatory changes, other amendments that should be considered for the Proposed District Plan include:

Definitions:

- Currently the delineation between ‘amenity plantings’ and ‘plantations’ is four hectares. It may be appropriate to reduce this area size from four to one or less than one hectare. For instance a three hectare woodlot is not an ‘amenity planting’ and should not be captured under that rule. With whatever the threshold is the ‘plantation’ classification should cover all significant areas of vegetation, while not controlling people’s ability to plant gardens (amenity plantings) around their dwellings.
- Given the NES-PF introduction of a ‘plantation forestry’ term, to avoid confusion, the current district plan term ‘plantation’ should be renamed to another term.
- A new ‘plantation forestry’ definition should be included, which mirrors that of the NES-PF. This could also be carried out with a ‘forestry quarrying’ definition as well. This is for the purposes of clarity between the two documents to assist plan users.
- To increase the maximum shelterbelt width as specified in the definition from 20 metres to 30 metres, or to have this quantum reflected in a permitted activity rule. This would make it consistent with what is considered to be a ‘plantation forestry’ within the terms definition in the NES-PF.

Rules:

- To provide an exception within the Proposed District Plan for forestry quarrying within any quarrying rules as this has been provided for under the NES-PF.
- Provisions addressing setbacks from waterways can be removed as this aspect is dealt with by the regional council as required by the NES-PF.
- To maintain rail and road crossing intersection line of sight restrictions across all planting types, with any distances to be reviewed and amended as required by the Transport Scope.
- To maintain height restrictions for all plantings when in close proximity to runway vectors, with any heights and locations being dealt with as part of the Airfields Scope.
- Regarding planting within the current Port Hills Summit Road Protection Area, this will continue to be classified as non-complying.

- Conditions for rules dealing with the planting of vegetation will continue to be similar to those that currently exist, including but not limited to:
 - o Species restrictions.
 - o Whether the purpose is for beautification, and uses local native plants.
 - o If the planting is to manage wilding tree spread.
 - o For the purpose of soil conservation.
 - o If the plantings will be harvested.
 - o The type of planting in specific areas.
 - o The presence of particular landscape features or other areas of specific value (e.g. Cooper's Knob, Gibraltar Rock)
- Most vegetation activities will have a permitted, restricted discretionary, non-complying hierarchy depending on the type of planting, the location of the planting, and conditional matters. More specifically:
 - o Amenity plantings and Shelterbelts would generally be permitted unless located in an ONL, then depending on the characteristics of the activity would either be restricted discretionary or non-complying. Regarding planting within a VAL, this would be permitted, but subject to conditions.
 - o Other plantations would generally be permitted unless located in an ONL or VAL, then depending on the characteristics of the activity (e.g. orchards and vineyards may be less restricted than woodlots) would either be restricted discretionary or non-complying in an ONL. Activities within a VAL would be controlled. Generally if the plantings are native then the activity would be permitted.
 - o Plantation Forestry would generally be permitted unless located within a VAL where it would be controlled, or an ONL where it would be non-complying.
 - o It should be noted that the final rule structure form will be developed and integrated with the ongoing ONL workstream.
- Strong policy protection would need to accompany these activity classifications, for instance an 'avoid' policy which seeks to prevent the establishment of any new plantations (depending on attributes) or plantations forestry in ONL areas.
- Rules dealing with Plantation Forestry in and around Significant Natural Areas (SNAs) will be removed as this is covered by the NES-PF. It would be appropriate for similar rules as to those contained within the NES-PF be included in the Proposed District Plan addressing non-NES-PF plantings. These will need to be developed in conjunction with the indigenous vegetation workstream.
- Forestry exclusion zones should be removed from any future plans as they conflict with the NES-PF. This conflict arises as the NES-PF does not allow the district plan to be more restrictive unless expressly authorised by the NES-PF to do so.
- Provisions controlling wilding tree spread would see the addition of the European Larch to the restricted species list, as an additional species of risk as indicated by the NES-PF. Species restrictions and any other wilding tree spread provisions would extend their area of control to the Malvern Hills area to reflect the area of containment specified in the Pest Management Strategy.
- A potential tie in with the Wildfire Risk Management Scope is to make it a requirement to obtain an approved fire management plan as a condition of establishing a permitted NES-PF plantation forestry or other plantation activity.

- As transportation is not covered by the NES-PF, this aspect will need either specific provisions addressing the potential effect of transport movements from forestry sites, or to ensure that the general transport provisions cover this.
- Removal of all plantation forestry earthworks rules as these are covered by the NES-PF, but retain them in some form for other activities.
- As per the above, all noise and vibration rules dealing with plantation forestry will need to be removed, but retained in some form to cover noise and vibrating causing activities such as quarrying. If a plantation forest were to breach the permitted noise standard in the NES-PF then it becomes a restricted discretionary activity. This classification may require the Proposed District Plan to include some matters of discretion or conditions. However, this aspect is best addressed via the Noise and Vibration Scope.
- Any plantings within a noted cultural site should be restricted discretionary. However, this component will be development in coordination with the Scope dealing with Site and Areas of Cultural Significance.

7.0 Preferred Option for further engagement

The Project Team recommends that the proposed amendments in Option 2 be endorsed for further engagement and development.

Appendix 1: Baseline Report

<https://www.selwyn.govt.nz/property-And-building/planning/strategies-and-plans/selwyn-district-plan/selwyn-district-plan-review/supporting-information>

RU209 Vegetation planting – communications and engagement summary plan

Key messages

(as of 13 August 2018)

Background

- As part of the Selwyn District Plan Review vegetation planting related policies and rules in the current District Plan are also being reviewed.
- Within the Selwyn District Plan vegetation planting can cover plantations (any group of vegetation over four hectares not captured by other definitions), shelter belts and amenity plantings which is any group of vegetation (eg vineyards, woodlots and orchards) under four hectares.
- Plantation forestry (ie commercially harvested forestry blocks over one hectare in size) are covered by the National Environmental Standards for Plantation Forestry (NES-PF). The Selwyn District Plan needs to realign to be consistent with them.
- The current District Plan also covers the spread of wilding trees ie invasive trees.
- Forestry occurs through all five areas of the Rural Zone, with plantation forestry covering approximately 9,400 hectares or almost 1.5% of the Selwyn district. The majority of this plantation forestry is located within the Malvern Hills area.
- Also relevant to this topic is the Canterbury Regional Pest Management Strategy which became operative on 1 July 2018. This strategy identifies trees that are considered a pest and the particular areas needing protection.

Current status

- Key issues include:
 - Potential confusion between the terms introduced in the new national standards and the terms used in the current District Plan.
 - Some of the definitions used in the current District Plan are not as effective as they could be.
 - Some rules are difficult to administer, and some readjustment of these rules would improve their effectiveness. Additionally, the current rule structure does not align with the draft National Planning Standards.

About preferred option

- Key draft changes include:
 - A potential reduction in the amenity planting/plantation threshold of four hectares to one or less;
 - Redefining terms to align with the NES-PF defined 'plantation forestry' term;
 - Increase the restriction on the maximum width of a shelter belt from 20 metres to 30 metres;
 - Amend the wilding tree species restriction list to be consistent with regional documents;
 - All significant vegetation (except restricted species) would continue to be generally permitted unless located in an area of high landscape value (Outstanding Natural Landscape (ONL) or Visual Amenity Landscapes (VAL) areas) or a noted cultural site.
 - Place restrictions on certain vegetation within ONL and VAL areas (subject to further work within the ONL/VAL topic) such as:
 - Plantation forestry being a non-complying activity within an ONL and a controlled activity within a VAL;
 - Controls on amenity plantings and plantations within ONL/VAL and cultural sites areas, depending on the nature of the planting. For example, domestic garden and native vegetation local to the area would be permitted while on the other hand there would be restrictions on woodlots or orchards).
 - Place restrictions on all plantings within a noted cultural site (this needs to be finalised together with the topic Sites and Areas of Cultural Significance).

Audiences¹

Internal	Partners	Key stakeholders ²	Landowners /occupiers ³	General public
DPC	ECan	Horticulture NZ	University of Canterbury	Selwyn ratepayers
Consent and Compliance Teams	Te Ngāi Tuāhuriri Rūnanga (represented by Mahaanui Kurataiao)	Federated Farmers	Ahuriri Farm	News media
Assets (SDC Forests)	Te Taumutu Rūnanga (represented by Mahaanui Kurataiao)	Department of Conservation	Matariki/Rayonier	Wider public
	Mahaanui Kurataiao Limited	SCION		

Legend	<i>High level of interest/ High level of influence ("Manage closely")</i>	<i>High level of interest/ Low level of influence ("Keep informed")</i>	<i>Low level of interest/ high level of influence ("Keep satisfied")</i>	<i>Low level of interest/ Low level of influence ("Watch only")</i>

¹ "...Differing levels and forms of engagement may be required during the varying phases of consideration and decision-making on an issue, and for different community groups or stakeholders. The Council will review the appropriateness and effectiveness of the engagement strategy and methods as the process proceeds." [Significance and Engagement Policy: Adopted 26 November 2014; p.6]

² Key stakeholders are "the organisations requiring engagement and information as the preferred options for the Draft District Plan are being prepared." (District Plan Review Community Engagement Implementation Plan; p.6) Key stakeholders "...will advocate for or against decisions that will need to be made..." and "For the District Plan Review, stakeholders include any party that can influence decisions or be influenced by decisions made on policies or rules." (DPR Engagement Framework)

³ Landowners are "the individuals and businesses that could be affected by the proposed changes in the District Plan." (District Plan Review Community Engagement Implementation Plan; p.6)

Engagement during review phases

Review phases	Internal	ECan	Rūnanga	Key stakeholders	Landowners/occupiers	General public
Baseline assessments						
Preferred option development						
Preferred option consultation						

2018 communications and engagement key tasks/milestones per month

(more detailed action plans to be developed for each major milestone or as required)

Audiences	Pre-August	August	September/October
ECan	Consulted with as part of the Preferred Option assessment		Preferred option report is shared and feedback sought
Rūnanga	Consulted with as part of the Preferred Option assessment		Preferred option report is shared and feedback sought
Key stakeholders	Consulted with as part of the Preferred Option assessment		Preferred option report is shared and feedback sought
Landowners/occupiers	Consulted with as part of the Preferred Option assessment		Preferred option report is shared and feedback sought
General public			General public consultation as part of rural matters
DPC		Preferred option report goes to DPC for endorsement	

11. Preferred Options Report and Communications and Engagement Summary Plan – Business: Ellesmere & Malvern capacity

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Purpose

To brief the Committee on the Preferred Options Report that investigates the capacity of business zones in the Malvern and Ellesmere Areas and recommends a number of options for addressing any identified commercial and industrial zoning capacity issues.

The attached Communications and Engagement Summary Plan is to inform the Committee of the engagement activities to be undertaken in relation to the ‘Business: Ellesmere & Malvern capacity’ topic.

Recommendations

“That the Committee notes the report.”

“That the Committee endorses the Preferred Options for ‘Business: Ellesmere & Malvern capacity’ and provides direction on Leeston Industrial Zoning, for further development and engagement.”

“That the Committee notes the summary plan.”

Attachments

‘Preferred Option Report for Business: Ellesmere & Malvern capacity’

‘Business: Ellesmere & Malvern capacity – communications and engagement summary plan’

PREFERRED OPTION REPORT TO DISTRICT PLAN COMMITTEE

DATE: 8th August 2018
ISSUE: Capacity of existing business zones in Malvern and Ellesmere
PREPARED BY: Jessica Tuilaepa – Senior Strategy and Policy Planner

EXECUTIVE SUMMARY

The Ellesmere and Malvern Area Plans, which were adopted in September 2016, acknowledged that towns in these areas have capacity to meet growth projections through existing zoned land (i.e. developable land or 'plan-enabled' land). This existing capacity included zoned but undeveloped land and developed land with further development potential (e.g. infill). Since then, Council has also developed and endorsed the Selwyn Capacity for Growth Model (SCGM), which again indicates that there is sufficient capacity, although this is tight in some townships with some reliance on more efficient use of existing zoned land. Additional research has also been carried out by FordBaker (**Appendix A**) to test the SCGM findings (**Appendix C**) for both Leeston and Darfield, to further analyse and determine if additional land is required for commercial and industrial purposes.

For the Urban Development Strategy (UDS) Area, or Greater Christchurch Area, business zone capacity and the need to rezone more land is being considered through the National Policy Statement for Urban Development Capacity (NPS-UDC) workstream. There is also presently little mandate for rezoning given the strong direction of chapter 6 of the Regional Policy Statement (RPS) in controlling and directing greenfield expansion.

This report is focused on the Ellesmere and Malvern Areas and seeks direction from the DPC on whether Council should proactively rezone sites (outside the current township boundaries) in Leeston, Darfield, Southbridge, Dunsandel, Castle Hill and Coalgate¹ for either commercial or industrial purposes or if this should be a landholder led approach, where those who desire their land to be rezoned to Business to

¹ Those towns in the Ellesmere and Malvern Areas that have business zones. Other towns in these areas are subject to other work streams that have already been up in front of DPC. These include the Business zone framework and the Business topic for small settlements without business zones (July 25 2018).

undertake the investigative and evaluative work in determining appropriateness of zoning as part of a submission on the DPR.

If the decision is for Council to lead the investigations, Council would also bear the costs. The approximate cost to undertake the above investigations for one site development is estimated to be between \$80,000 and \$120,000². The size, scale and nature of any particular development would alter this cost but this provides an 'average' indication of costs.

Aside from the initial s32 information and investigation costs any rezoning proposal will also need to consider the costs on, and supply of, infrastructure (e.g. from the 5 waters and roading, community services etc). The Area Plans identified constraints to development in each town. Many of these constraints require a commitment from Council and the wider community around capital works upgrades, which are potentially significant in scale (e.g. community funding reticulated wastewater in Darfield, Leeston stormwater (underway) and wastewater infrastructure etc.). The DPR provides an opportunity for Council to take a lead and proactively zone additional sites where capacity issues have been identified. While this may go some way to meeting community expectations arising out of the Area Plan process, there is also a significant cost involved in the investigations, removing constraints to development and providing and funding infrastructure.

Taking a landowner led approach to zoning additional sites may not meet community expectations on delivery of the Area Plans, albeit that the Area Plans anticipated that rezoning of a 'preferred future development area' could occur through a private plan change process, but it does remove the burden of Section 32 costs and potential inefficiencies from Council. Plan Change 54, which seeks to rezone land in Springfield from Rural Outer Plains to Living 2 is an example of a private plan change being initiated following the site being identified in the Malvern Area Plan as a 'preferred future development area' for Springfield. The cost and risk is effectively left to the market to respond to opportunities and demand. This would give more surety that any proposal for rezoning is feasible as it is driven and paid for by the market, more so than Council leading in response to community expectation.

² Based on discussions with Planz Consultants and Baseline Planning Group

Summary of Staff Recommendations	<p>Leeston Commercial Option 2a: Opportunity for rezoning proposal through a submission on the notified District Plan.</p> <p>Leeston Industrial No recommendation. Staff request direction from Council as evidence is finely balanced.</p> <p>Darfield Commercial Option 2b: Opportunity for rezoning proposal through a submission on the notified District Plan.</p> <p>Darfield Industrial Option 2b: Opportunity for rezoning proposal through a submission on the notified District Plan.</p> <p>Castle Hill, Coalgate, Dunsandel and Southbridge Commercial and Industrial Option 4: Opportunity for rezoning proposal through a submission on the notified District Plan.</p>
<i>DPC Decision</i>	

1.0 Introduction

- 1.1 The Ellesmere and Malvern Area Plans acknowledged that towns in these areas have capacity to meet growth projections through existing zoned land (i.e. developable land or 'plan-enabled' land). This existing capacity included zoned but undeveloped land and developed land with further development potential (e.g. infill). The Area Plans went so far as to indicate additional areas of 'preferred growth in Leeston and Darfield (LEE3 and DAR8), but concluded that should additional business land be required that this could be dealt with either by investigating the appropriateness of additional locations through the District Plan Review (DPR), Town Centre studies or private plan change initiatives. The DPR is the first process to come around to consider the issue of rezoning additional land for business purposes. Town Centre Studies are on the future work program but will be considered and developed following the DPR notification. No private plan changes have been lodged for new business zones although there has been a pre application discussion for one in Darfield. Since the Area Plans were developed, Council has developed and endorsed the Selwyn Capacity for Growth Model (SCGM). This has indicated that there is sufficient capacity, although it is tight in some townships with some reliance on the more efficient use of existing zoned land. Additional research has also been carried out to test the SCGM findings for both Leeston and Darfield to further analyse and determine if additional land is required for commercial and industrial Purposes.
- 1.2 If Council selects to investigate and evaluate the appropriateness of zoning additional sites, any rezoning that arises out of the s32 evaluation would be notified as extensions of existing business areas through the DPR. This would be a Council-led approach in a similar way to Plan Change 10 (PC10) or LURP Action 27, which extended the B2A Zone in Rolleston. It is noted that LURP Action 27 was developed under different circumstances as it was required under the CER Act, but PC10 followed the prescribed plan change process. The level of detail required for a plan change (rezoning) was not undertaken through the Area Plan process, rather this considered high level desktop information to provide consideration of growth direction where required.
- 1.3 This report seeks a direction from the DPC on whether Council should proactively expand the existing Business zones in Darfield, Leeston, Southbridge, Dunsandel, Coalgate and Castle Hill through the District Plan Review (DPR), or leave consideration of zoning additional sites to the submission and hearing process. Doyleston is covered by the Business in Small Settlements work stream BS001/201.
- 1.4 A Council-led approach would involve Council absorbing the cost and taking on the risk of funding investigations, removing constraints to development and providing the infrastructure servicing required for development. The Council would also need to fund the progression of any rezoning proposal through the submission, hearing and appeal stages of the DPR, if it chose to continue with the proposals. This type of option is discussed in more detail in Section 7 below.
- 1.5 Alternatively, landholders who desire their land to be zoned to Business could undertake the investigative and evaluative work in determining appropriateness of zoning themselves, providing the information as part of a submission on the DPR. In this option Council would not be notifying any additional sites but would leave consideration of this through its response to any submissions. This would be a landowner-led approach and is very much akin to the Private Plan Change process. If Council decide to take this approach then strong direction on the level of information required

for a submission seeking rezoning will have to be provided early to enable landowner's sufficient time to get the information together.

- 1.6 A landowner-led approach would involve the submitters absorbing the cost and taking on the risk of funding investigations and removing constraints to development. Council would have to take on costs of reviewing information provided in a submission to enable a recommendation to accept or reject the proposal. If Council accepts the submission and is approved then the land would be rezoned as part of the DPR process.
- 1.7 This report has taken the approach of considering options based on the township hierarchy developed as part of Selwyn 2031. Firstly looking at the options for Leeston and Darfield, which are recognized as Service Township and also Key Activity Centres (KACs) with regard to the Business 1 (town centre) areas. A separate report has been prepared by FordBaker to specifically consider the future business land requirements in Leeston and Darfield (**Appendix A**). Due to the low response rate of the survey undertaken by Fordbaker in relation to land supply in Leeston additional letters and emails were provided by Ellesmere Ward Councillors to provide additional feedback from business and land owners in Leeston.
- 1.8 The second set of options looks at the remaining towns in Ellesmere and Malvern, which currently have Business zones – Castle Hill, Coalgate, Dunsandel and Southbridge. Although this report should technically include Doyleston which has two areas of Industrial B2 Spot zoning, but no B1 Commercial zoning, please refer to Business in Small Settlements (BS201) preferred option report to see how Doyleston and townships without business zones are being dealt with.

2.0 Strategic Context

- 2.1 Selwyn 2031 provides an overarching strategic framework for achieving sustainable growth across the district to 2031. Selwyn 2031 emphasizes the importance of adopting and implementing a strategic approach to managing urban growth as a means of strengthening the district's self-sufficiency and to ensure that it continues to be a great place to live, work and play.
- 2.2 Another key aspect of Selwyn 2031 is the Township Network³, which provides the framework for managing the scale, character and intensity of urban growth across the whole district. This enables investment decisions by the Council to be made within an appropriate context and ensure that the infrastructure provided supports the population base of the township, having regard to its scale and relationship to the wider area. It will also present residents and businesses with an opportunity to achieve better living environments and greater economic growth by focusing on those investment decisions that will be of most benefit to each individual community. The township network provides the context for managing urban growth and a platform for strategic planning by:
 - identifying the role of each township;
 - ensuring that the Council, community and other stakeholders have a clear understanding of where each township sits within the network and the reasons why;

³ Pg 33, Selwyn 2031 District Development Strategy

- ensuring that the community's expectations of the level of service received from the Council is commensurate to the role that each township will play in accommodating urban growth within the district;
 - enables the costs and benefits of providing infrastructure to be assessed at an appropriate context and scale.
- 2.3 The township network is important in the context of a zoning conversation as it will help guide decision making around proactively rezoning, if that's Council's direction, and/or responding to submissions for new zoning proposals.
- 2.4 The Township network is outlined below in Table 1:

Table 1: Township Network

District Centre - Rolleston	Functions as the primary population, commercial and industrial base of the district.
Sub-District Centre - Lincoln	Functions independently with a range of residential, commercial and industrial activities while providing support to surrounding Service and Rural Townships.
Service Townships - West Melton, Prebbleton, Darfield and Leeston	Function is based on providing a high amenity residential environment and primary services to Rural Townships and surrounding rural area.
Rural Townships - Arthur's Pass, Castle Hill, Coalgate, Doyleston, Dunsandel, Glentunnel, Hororata, Kirwee, Lake Coleridge, Sheffield, Southbridge, Springfield, Springston, Tai Tapu, Waddington, Whitecliffs	Function is based on village characteristics with some services offered to the surrounding rural area.

3.0 Role of Ellesmere and Malvern Area Plans

- 3.1 The Area Plans were adopted in September 2016. Their primary purpose is to serve as a high-level planning direction to guide growth and sustainable management of Malvern and Ellesmere townships through to 2031. The Area Plans introduced a range of issues and opportunities to inform the ongoing strategic planning and management of township growth. Although non-statutory they are intended to help inform:
- The District Plan Review and other statutory planning processes;
 - Long Term Plan and Activity Management Plans;
 - Other Council, community and privately initiated projects and capital investment decisions.
- 3.2 With regard to business growth the Area Plans acknowledge that each town has capacity to meet growth projections through existing zoned land (i.e. developable land or 'plan-enabled' land). This existing capacity included zoned but undeveloped land and developed land with further development potential (e.g. infill). Areas of preferred development for future business growth were indicated in the Area Plans for Leeston (LEE3) and Darfield (DAR8). The Malvern Area Plan

concluded that no new areas for business or industrial purposes have been identified as being necessary to be proactively zoned by Council in response to projected growth within Darfield over the Malvern 2031 planning horizon. The Ellesmere Area Plan concluded that projected industrial growth could also be accommodated within the existing industrial area. However rather than stating it was not necessary to proactively rezone, as in Darfield, the Ellesmere Area Plan stated that there was scope to investigate the need for additional Business 2 zoned for Leeston. This was to be considered through the DPR, a Town Centre Study or private plan change requests. Given the timing of the DPR it is the first process to investigate this issue.

- 3.3 The Area Plans also recognise that the substantive merits of zoning land must be determined through the statutory process set out in the Resource Management Act (the Act), which could include the DPR (including via the submission process), a Council plan change or a privately-initiated request. The Area Plans are clear that the DPR could be a mechanism, among others, such as the Town Centre Study, for implementing the Area Plans growth area.

4.0 Selwyn Capacity for Growth Model

- 4.1 The SCGM is a spreadsheet based model made up of a number of different pages, each presenting different background information and results. It allows sensitivity and scenario testing through the ability to change controls that alter the final outputs of the SCGM. At the DPC meeting on 6 December 2017 the development, structure and function of the SCGM was presented. The SCGM received endorsement for use in the DPR with particular control settings being applied. This enabled staff to progress analysis of township capacity and forecasted demand with some certainty.
- 4.2 The SCGM allocates land/floorspace demand for the business zones using the two methods, population driven for Commercial/Business 1 land and modified revealed preferences for Industrial land/Business 2.
- 4.3 The SCGM forecasts development of commercial land/floorspace (Business 1) according to the relative growth in the local community, referred to as 'population driven' growth. Predominantly, the demand for centres zones (Business 1 zones) is driven by the local community's needs. Therefore, the SCGM assumes that the growth in floorspace in the Business 1 zones will broadly correspond to the scale and location of the growth in the community (as estimated by the dwelling development).
- 4.4 For example, in the SCGM the town of Rolleston (and surrounds) is estimated to capture around one third of the growth in dwellings in the District, it then follows that one-third of the floorspace demanded for Business 1 zones will be located in the area.
- 4.5 The SCGM forecasts development of industrial land/floorspace (Business 2) according to the observed market preferences and capacity available, referred to as 'modified revealed preferences' growth.
- 4.6 Primarily the demand for industrial land is less spatially dependent on the local community than the commercial zones. Also the nature of land in industrial zones is less variable than commercial zones. For the most part land in industrial zones tends to be flat with good connections to transport

infrastructure and uniform costs (rent/buy price). These two characteristics of industrial land means that businesses are able/willing to operate in a range of locations and the choice of premises tends to be undertaken at a more district wide or regional level rather than a local level.

- 4.7 In summary, businesses that demand industrial zoned land can easily operate in any number of different locations. So the demand for industrial zones is driven by both the needs and demands of businesses in conjunction with the range of potential alternative options that are available.

SCGM Results

- 4.8 The SCGM results for business are discussed below. These outputs are based off an assumption of medium population growth rate for the Malvern and Ellesmere Areas (as agreed at DPC meeting in December 2017) and using medium setting for the other SCGM controls.
- 4.9 In analysing the business results it is important to note that the SCGM capacity analysis includes both 'vacant' land⁴ as well as 'vacant potential' land⁵. Two versions of the SCGM results have been provided at **Appendix C**. **Appendix C(i)** shows the calculated capacity as a whole while **Appendix C(ii)** separates out 'Vacant' capacity and 'Vacant Potential' capacity. This second version assumes that redevelopment of existing sites will occur after 10 years and in the meantime only vacant sites will develop. This is a reasonably significant assumption but does allow the user to clearly see what the difference is between the two types of capacity, which in turn provides for more robust analyses of capacity.
- 4.10 The results from the SCGM, outlined in **Appendix C(i)**, suggest that there are no capacity constraints in the Business 1 or Business 2 Zones for the Ellesmere and Malvern Townships, where all potential capacity is taken into account. However as mentioned above the SCGM factors in what is 'vacant' or 'vacant potential' in terms of capacity. **Appendix C(ii)** removes the 'vacant potential' land from consideration for 10 years. Although this was done for all townships the primary reason for analysing this was for new developments (e.g. Rolleston Town Centre and Izone) as the redevelopment of newly established sites was considered less likely. Although this could still be the case for other centres the possibility of redevelopment of sites in these centres could be more commercially feasible given the age of the building stock. In any event if the 'vacant potential' is not considered at all, or the assumption that it becomes more viable in 10 years is taken, then each township loses a relatively significant amount of capacity.
- 4.11 With this assumption in place the SCGM calculations identify a few capacity short falls over the next 10 years (before the 'vacant potential' land is considered) for the Southbridge and Dunsandel Business 1 (commercial) areas and the Doyleston and Dunsandel Business 2 (Industrial) areas.
- 4.12 Although there is a shortfall in Southbridge and Dunsandel Business 1 areas this is only in relation to vacant land supply, there is sufficient capacity in the land overall when the 'vacant potential' land is considered. The need, or otherwise, for additional land supply needs to be considered in terms

⁴ The SCGM calculates 'vacant' land as land with no building or a building taking up less than 5% of the site.

⁵ The SCGM calculates 'vacant potential' as land that is currently utilised but has capacity for further development. However requirements like the need to supply carparking, storage, manoeuvring areas setbacks etc are taken into account when considering what is 'vacant potential'. So not all land has the capacity to be developed further or rather to be used in a more efficient manner.

of a cost benefit analysis particularly given their roles in the Activity Centre Network (discussed in section 2.0) and the significant financial cost in rezoning (discussed in section 6.0). It should also be noted that Doyleston, which currently does not have a B1 zone, will likely have a 'settlement zone' to replace the current L1 zoning, which is likely to be more permissive in terms of the types of non-residential activities which are able to establish (as previously discussed in Preferred Option Report for Business in Small Settlements).

- 4.13 It should be noted that the Doyleston and Dunsandel Business 2 areas are spot zones for existing businesses rather than any being industrial areas that provide for multiple business and services, as is the case for the Leeston Business 2 zone. In these instances they provide for specific existing activities and have not been put in place to service a wider market. Industrial land supply for a wider market would ideally be located at the Key Activity Centres (e.g. Leeston, Rolleston). Again the same considerations, around role, function and cost, as mentioned in the paragraph above should be taken into account when considering Business 2 land supply for Doyleston and Dunsandel.
- 4.14 The other area of note, given its role in the Township and Activity Centres Network, is the relatively low amount of 'vacant capacity' in the Leeston Industrial area. Leeston is a Service Township and in comparison to Darfield (as discussed in Section 7.0), which has a similar function for the district, the amount of 'vacant' capacity is low. However it also has a significant amount of 'vacant potential' land that can be made available should landowners be willing.
- 4.15 Overall the SCGM outlines that there is capacity in land supply in each of the Malvern & Ellesmere townships although it is acknowledged this is a mix of 'vacant' and 'vacant potential' land supply. The SCGM can also not accurately factor in realities such as landowner willingness to develop. However, as mentioned, not taking account of 'vacant potential' land, or assuming it's only viable in 10 years, is a significant assumption. In terms of this report, the need for more land supply should be balanced against a number of factors including the capacity outlined in the SCGM but also the roles and functions of centres (Township and Activity Centre Networks), infrastructure capacity and the overall cost and benefit of zoning land for the community.

5.0 Overview of Section 32 information requirements for rezoning

- 5.1 District Plans that are developed using sound evidence and rigorous policy analysis lead to more robust, enduring provisions, and can mean issues are resolved early on in plan-making, reducing opposition during hearings or at appeal. As outlined in the Area Plans and mentioned above the substantive merit of zoning any site, including any 'preferred development area' ('PFD Area') must be determined through the statutory process set out in the Act. To determine the substantive merits of these areas investigations will be required which will include the commissioning of detailed technical reports. The purpose and requirement to do this work is to help inform section

32⁶ evaluation reports to demonstrate that the zoning has been well tested against the purpose of the Act and that the anticipated benefits outweigh costs and risks. In short, the evaluation must examine whether the objectives of the proposal (new zoning) are the most appropriate way to achieve the purpose of the Act.

- 5.2 To evaluate the efficiency and effectiveness of the proposal it is necessary to identify, quantify and assess the benefits and costs and to assess the risk of acting or not acting. To inform this evaluation key technical assessments are likely to be required to support any rezoning request, including:
- Geotech
 - Contamination
 - Transport
 - Infrastructure
 - Landscape
 - Economic
 - Planning
 - Urban design – ODP design

- 5.3 The approximate cost to undertake the above investigations for *one site* development is estimated to be between *\$80,000 and \$120,000*⁷. The level of information or the number of technical reports required would have some impact on this cost but this provides an ‘average’ indication of cost. All things being equal there is also little in the way of economies of scale in the cost of a plan change⁸.

6.0 Infrastructure provision, cost and programming

- 6.1 Aside from the initial s32 information and investigation costs any rezoning proposal will also need to consider the costs on, and supply of, infrastructure (e.g. from the 5 waters and roading, community services etc). The Area Plans identified constraints to development in each town, many of these constraints require a commitment from Council and the wider community around capital works upgrades, which are potentially significant in scale (e.g. community funding reticulated wastewater in Darfield, Leeston wastewater infrastructure etc.).
- 6.2 If Council proactively zones (i.e. Option 1) then the cost of meeting the infrastructure needs has to be planned and financed for by Council. The infrastructure needs could be a transparent trigger for a deferred zoning but there will need to be commitment from Council (i.e. Long Term Plan) to provide it at a nominated time in the future.
- 6.3 A significant aspect to the s32 evaluation will be the quantification of benefits and costs. The financial cost of having to provide and service finance on infrastructure will be significant in many cases. The financial benefit to the wider community of any Council-led rezoning may be quite limited in low growth areas (i.e. to the individual landowner, jobs through construction phase, employment in subsequent businesses etc.). There may be social benefits to providing more

⁶ Section 32 (s32) is integral to ensuring transparent, robust decision-making in Resource Management Act (RMA) plans, plan changes and policy statements S32 requires new proposals to be examined for their appropriateness in achieving the purpose of the RMA, and the policies and methods of those proposals to be examined for their efficiency, effectiveness and risk.

⁷ Obtained through discussions with Planz Consultants and Baseline Group

⁸ John Ferguson, Planning Director, Baseline Group.

opportunities for growth but it is important to ensure this is not overridden by a financial burden for a community in servicing infrastructure that is not taken up. In short, the financial costs may outweigh the quantification of benefits.

- 6.4 In financing any new infrastructure or upgrades Council takes on debt and obligations of servicing a loan and/or recouping its own investment. This is normally recouped through Development Contributions (DC). In areas of low growth there is a risk to Council that the amount of DC's recouped each year is not sufficient to service a loan. Alternatively, to reduce this risk, the DC may have to be so high that developments in low growth areas are not commercially feasible. In a scenario where a private developer promotes a zone change (through a submission on the new District Plan or through a private plan change) the infrastructure provision (including any upgrades) and cost of this falls on the developer, not Council.
- 6.5 As well as servicing any financing Council will also need to ensure that infrastructure requirements are programmed into the Long Term Plan (LTP) to provide services to zoned land or to uplift any deferrals. This provides some certainty to the community and the developers that the land is developable and when and how it will be available for serviced development as with the finance servicing issue there is a risk that Council's forward programming of infrastructure and community facilities, based on zoned land, and is not required due to continued low growth. This may impinge on budget and planning for other infrastructure that may become more pressing.
- 6.6 Overall there is a cost risk to Council in proactively zoning areas of land and addressing infrastructure constraints. This is particularly the case in towns where there is already land available to meet growth projections and business needs. Going beyond what is needed or feasible in infrastructure capacity puts Council at risk of not being able service funding and/or increases community expectations around the provision of other facilities that is (potentially) inconsistent with the Township Network set out in Selwyn 2031.

7.0 Option 1: Leeston and Darfield

Option 1 (a) Leeston: Investigate incorporating rezoning proposal as part of the notified Proposed District Plan

Option 1 (b) Darfield: Investigate incorporating rezoning proposal as part of the notified Proposed District Plan

- 7.1 Option 1 (a) involves Council undertaking the work to potentially zone additional business land in Leeston and to notify any rezoning proposal through the DPR process. It should be noted that although the Ellesmere Area Plan concluded that towns in Ellesmere have capacity to meet growth projections through existing zoned land (i.e. developable land or 'plan-enabled' land), which includes zoned but undeveloped land and developed land with further development potential (e.g. infill), 'Area LEE 3' was identified as a potential future growth area for Industrial land in Leeston and specified an 'implementation step' suggesting in the future a Town Centre Study be

undertaken in Leeston which could identify the location and quantum of additional Business 1 and Business 2 land required to provide for Leeston's future retail, commercial and industrial requirements out to 2031.

- 7.2 Option 1 (a) appears to be inconsistent with the Area Plan, SCGM and the more recent report prepared by FordBaker (Appendix A) which indicated that there is no shortfall of business zoned land in either township in the next 10 years. However as discussed in Section 4.0 of this report, the SCGM figures indicate that in Leeston, although there is capacity overall, there is a low amount of 'vacant' capacity.
- 7.3 Anecdotal evidence from land and business owners (**Appendix B**), both within and outside of Leeston township boundaries, indicates an apparent shortage in industrial land supply over and above what was discussed in the Fordbaker report (Appendix A). This demonstrates concerns raised in Section 4.0 about unwillingness of landowners to develop existing business zoned land impacting on supply.
- 7.4 On a per capita basis, Leeston as a Service Township (*see Table 1: Township Network*) has significantly less 'vacant' and 'vacant potential' industrial business land supply when compared to Darfield, which is also a Service Township and for the District.
- 7.5 Option 1 (b) involves Council undertaking the work to potentially zone new sites in Darfield and to notify any rezoning proposal through the DPR process. One 'Future development area' for Business purposes, was identified in the Malvern Area Plan in Darfield - DAR 8. The Malvern Area Plan concluded that based on projected growth within Darfield over the Malvern 2031 planning horizon, no new areas for business or industrial purposes are currently necessary.
- 7.6 Option 1 (b) is inconsistent with the Malvern Area Plan, SGCM figures, and the more recent report prepared by FordBaker (Appendix A) which indicated that there is no shortfall of business zoned land in either Darfield in the next 10 years.
- 7.7 Given the evaluative nature of the s32 process that is required to determine the costs and benefits (and overall merit) of a rezoning proposal there is a risk that even after completing the site specific investigations, the s32 evaluations may not support rezoning (e.g. the costs outweigh the benefits). If Council proceeds with zoning then consideration will be required around whether it continues to fund the progression of any rezoning proposal and defend its inclusion through the submission, hearing and appeal stages of the DPR.
- 7.8 As well as taking on the evaluation costs and the costs of progressing through the DPR process Council will also be financing the development/upgrade of servicing infrastructure. Although infrastructure provision is one of Councils core roles it is often provided in response to demand or a private plan change, where costs can be recouped with some confidence or met by a developer. If Council is to proactively zone then it will need to be prudent in its assessment of the demand for development of a 'business land' proposal to ensure that the cost of improving or developing new infrastructure can be recouped.
- 7.9 Further to the above if any proactive zoning is promoted by Council then this is likely to generate submissions on the notified District Plan from other landowners not identified as having preferred

sites for rezoning. The evaluation of these alternative submission sites (which are inevitable and which may also be potentially suitable for development) comes with substantial further costs in reviewing technical assessments and reporting on submissions. It is recognized that evaluating and responding to submissions will also be required in Option 2(a or b) (outlined below). However in Option 2 Council will not have already undertaken the cost and time of promoting new business sites, as well as assessing others.

- 7.10 Overall s32 of the RMA requires a significant level of information to support a business rezoning and the cost implications around Council proactively rezoning new business sites Option 1 (a or b) needs to be considered.

8.0 Option 2: Leeston and Darfield

Option 2(a) Leeston: Opportunity for rezoning proposal through a submission on the notified Proposed District Plan

Option 2 (b) Darfield: Opportunity for rezoning proposal through a submission on the notified Proposed District Plan

- 8.1 Option 2 (a or b) does not *notify* any new 'business' areas in Darfield or Leeston through the DPR. Once the District Plan is notified all landowners will have an opportunity to lodge a submission on the District Plan seeking that their land be rezoned. The submission will need to be supported by a s32 evaluation, including all necessary technical assessments.
- 8.2 This approach is consistent with the SCGM and the more recent report prepared by FordBaker (Appendix A) which indicated that there is no shortfall of business zoned land in either township in the next 10 years.
- 8.3 In this option the investigation costs and s32 evaluation will be borne and undertaken by the submitter to support their submission for rezoning. Council's cost will be limited to reviewing the information and making a recommendation to accept or reject the submission, which are costs that will be inevitable regardless of the option selected. Option 2 is very similar to a private plan change process. This option leaves the cost to the market, which if taken up would indicate a demand and/or opportunity for growth, more so than Council proactively rezoning ahead of any substantial land capacity requirements.
- 8.4 If Council accepts and then approves sites promoted through submissions then infrastructure will either need to be available with capacity, or if infrastructures is not available, or does not have capacity, then a zone may be accepted and approved with a deferral for infrastructure provision as a trigger. This enables Council time to plan for infrastructure and to ensure that the DC's can be put in place to pay for it. There is still a potential risk in the ability to service a loan, however this should be reduced with the quantitative analysis for cost and benefits. Risk should also be further reduced by the fact that the rezoning has been promoted by the market, where an assumption could be drawn that there is demand and willingness to develop (i.e. is commercially feasibility).

- 8.5 The purpose of the Area Plans is to provide a Council led strategic approach to development. In Option 2 (a and b) the identification of potential growth areas in Leeston and Darfield provide some clarity and direction but ultimately development and associated costs is driven and absorbed by the market and where the market can sustain it. In short landholders/developers are taking the risk and funding a proposal rather than Council and the community. This gives Council and the community further assurance that any development promoted is feasible and has merit.

9.0 Option 3: Castle Hill, Coalgate, Dunsandel and Southbridge

Option 3: Castle Hill, Coalgate, Dunsandel and Southbridge: Opportunity for rezoning proposal as part of the notified Proposed District Plan

- 9.1 Option 3 involves Council undertaking the work to potentially zone new sites in Castle Hill, Coalgate, Dunsandel and Southbridge, and to notify any rezoning proposal through the DPR process.
- 9.2 'Preferred future development areas' were not identified in the Ellesmere Area Plan, for Dunsandel and Southbridge. Although, in the Malvern Area Plan Area 'CG5' in Coalgate represents a site where a shortfall in business land in Coalgate could be accommodated in the future if required. However, both Area Plans concluded that no new areas are required for commercial or industrial purposes to accommodate projected business growth within Castle Hill, Coalgate, Dunsandel or Southbridge before 2031.
- 9.3 For the above reasons Option 3 is inconsistent with the Area Plans and SGCM figures as discussed in Section 3.0.
- 9.4 As noted previously, given the evaluative nature of the s32 process that is required to determine the costs and benefits (and overall merit) of a rezoning proposal there is a risk that even after completing the site specific investigations, the s32 evaluations may not support rezoning (e.g. the costs outweigh the benefits). If Council decides to proceed with zoning, after identifying potential sites, consideration will then be required around whether it continues to fund the progression of any rezoning proposal and defend its inclusion through the submission, hearing and appeal stages of the DPR.
- 9.5 As well taking on the evaluation costs and the costs of progressing through the DPR process Council will also be financing the development/upgrade of servicing infrastructure. Although infrastructure provision is one of Councils core roles it is often provided in response to demand or a private plan change, where costs can be recouped with some confidence or met by a developer. If Council is to proactively zone then it will need to prudent in its assessment of the demand for development of a 'business land' proposal to ensure that the cost of improving or developing new infrastructure can be recouped.

- 9.6 Further to the above if any proactive zoning is promoted by Council then this will be bound to generate submissions on the notified District Plan from other landowners not identified as having preferred sites for rezoning. The evaluation of these alternative submission sites (which are inevitable and which may also be potentially suitable for development) comes with substantial further costs in reviewing technical assessments and reporting on submissions. It is recognized that evaluating and responding to submissions will also be required in Option 4 (outlined below). However in Option 4 Council will not have already undertaken the cost and time of promoting new business sites, as well as assessing others.
- 9.7 Overall s32 requires a significant level of information to support a business rezoning and the cost implications around Council proactively rezoning new business sites Option 3) needs to be considered.

10.0 Option 4: Castle Hill, Coalgate, Dunsandel and Southbridge

Option 4: Castle Hill, Coalgate, Dunsandel and Southbridge: Opportunity for rezoning proposal through a submission on the notified Proposed District Plan

- 10.1 Option 4 does not *notify* any new 'business' areas through the DPR. To put this another way the township boundaries will remain as they are at the time of notification. Once the District Plan is notified all landowners will have an opportunity to lodge a submission on the District Plan seeking that their land be rezoned. The submission will need to be supported by a s32 evaluation, including all necessary technical assessments. This approach is consistent with the SCGM and the Area Plans, which indicate that there is sufficient business land available in these townships.
- 10.2 In this option the investigation costs and s32 evaluation will be borne and undertaken by the submitter to support their submission for rezoning. Council's cost will be limited to reviewing the information and making a recommendation to accept or reject the submission, which are costs that will be inevitable regardless of the option selected. Option 4 is very similar to private plan change process. This option leaves the cost to the market, which if taken up would indicate a demand and/or opportunity for growth, more so than Council proactively rezoning ahead of any substantial land capacity requirements.
- 10.3 If Council accepts and then approves sites promoted through submissions then infrastructure will either need to be available with capacity. If infrastructure is not available, or does not have capacity, then a zone may be accepted and approved with a deferral for infrastructure provision as a trigger. This enables Council time to plan for infrastructure and to ensure that the DC's can be put in place to pay for it. There is still a potential risk in the ability to service a loan, however this should be reduced with the quantitative analysis for cost and benefits. Risk should also be further reduced by the fact that the rezoning has been promoted by the market, where an assumption could be drawn that there is demand and willingness to develop.

- 10.4 Please note that Doyleston has been excluded from Options 3 and 4 as future business growth in Doyleston is anticipated to be managed by the 'Business in Small Settlement' overlay and the proposed underlying 'Settlement' zoning, which is intended to enable businesses to expand and/or establish in small townships without specific Commercial and/or Industrial zones more easily.

11.0 Conclusion

- 11.1 Selwyn 2031 and the Area Plans provide direction for strategic planning and management of township growth and outline opportunities and constraints for business development.
- 11.2 The DPR provides an opportunity for Council to take a lead and proactively zone additional sites where a shortfall in business capacity exists. This may go some way to meeting community expectation on what the intent of the Area Plans were, however there is also a significant cost involved in the investigations, removing constraints to development and providing and funding infrastructure.
- 11.3 Taking a landowner led approach to zoning additional sites may not meet community expectations on delivery of the Area Plans, albeit that the Area Plans anticipated that rezoning of a 'preferred future development area' could occur through a private plan change process, but it does remove the burden of Section 32 costs and potential inefficiencies from Council. The cost and risk is effectively left to the market to respond to opportunities and demand. This would give more surety that any proposal for rezoning is feasible as it is driven and paid for by the market, more so than Council leading in response to community expectation.

12.0 Staff Recommendations

- 12.1 Based on the preceding assessment, the Project Team recommends that:
- Leeston Commercial**
- Option 2a: Opportunity for rezoning proposal through a submission on the notified Proposed District Plan.
- Leeston Industrial**
- No recommendation. Staff request direction from Council as evidence is finely balanced.
- Darfield Commercial**
- Option 2b: Opportunity for rezoning proposal through a submission on the notified Proposed District Plan.
- Darfield Industrial**
- Option 2b: Opportunity for rezoning proposal through a submission on the notified Proposed District Plan.
- Castle Hill, Coalgate, Dunsandel and Southbridge Commercial and Industrial**
- Option 4: Opportunity for rezoning proposal through a submission on the notified Proposed District Plan.

13.0 Next steps

- 13.1 If direction of DPC is to proactively rezone as part of the notified Proposed District Plan (Option 1, 3 or 5) then a further discussion will be required to determine the scope of this work, impact on the DPR budget and timeframe for notification of the Proposed District Plan.
- 13.2 Alternatively, if it is decided that any rezoning proposals will be considered as part of the DPR process through submissions (Option 2 or 4), staff can develop an engagement plan to advise landowners of the opportunity to lodge a submission on the Proposed District Plan (and the associated information requirements).

Appendix A – Business Land Supply and Demand in Leeston Darfield Report – prepared by FordBaker



BUSINESS LAND
SUPPLY AND DEMAN

Appendix B – Letters/Emails from Leeston land and business owners.



Appendix B.PDF

Appendix C – Selwyn Capacity for Growth Model – Ellesmere and Malvern Township Results



Appendix C(ii)
Vacant Land Capacity



Appendix C(i) Full
Land Capacity - incl

BS005 Capacity of Business zones in Malvern and Ellesmere – communications and engagement summary plan

Key messages

(as of 13 August 2018)

Background

- As part of the Selwyn District Plan Review additional business land requirements are being considered in townships outside of the Greater Christchurch area which currently have business zones. These are Leeston, Darfield, Southbridge, Dunsandel, Castle Hill and Coalgate.
- For the Greater Christchurch area, business zone capacity and the need to rezone more is being considered through the National Policy Statement for Urban Development Capacity.

Current status

- The Ellesmere and Malvern Area Plans, which were adopted in September 2016 acknowledged that towns in these areas have capacity to meet business growth projections through existing zoned land (i.e. developable land or 'plan-enabled' land). This existing capacity included zoned but undeveloped land and developed land with further development potential (e.g. infill).
- However, the Ellesmere Area Plan also identified the need for further research in Leeston to help identify the location and quantum of additional business zoned land.
- Since the Area Plans were adopted, Council has developed and endorsed the Selwyn Capacity for Growth Model (SCGM). In December 2017 this model indicated that there is sufficient capacity, although tight in some townships with some reliance on more efficient use of existing zoned land. Additional research has also been carried out to test the SCGM findings for both Leeston and Darfield, to further analyse and determine if additional land is required for commercial and industrial purposes. The additional research findings largely support the SCGM.
- To date no private plan changes have been lodged for new business zones in these townships although there has been a pre-application discussion for one in Darfield.

About preferred option

- Council staff seek direction from the District Plan Committee on whether:
 - the Council should proactively rezone sites (outside the current township boundaries) in Leeston, Darfield, Southbridge, Dunsandel, Castle Hill and Coalgate for either commercial or industrial purposes, or
 - whether this should be a landholder-led approach, where those who desire their residential and/or rural land to be zoned to business to undertake the investigative and evaluative work in determining appropriateness of zoning themselves and provide the information as part of their submission on the Proposed District Plan (once it gets publicly notified for formal public consultation).
- A Council-led approach would involve Council absorbing the cost and taking on the risk of funding investigations, removing constraints to development and providing the infrastructure servicing required for development. The approximate cost to undertake the investigations for one site development is estimated to be between \$80,000 and \$120,000.
- A landowner-led approach would involve the submitters absorbing the cost and taking on the risk of funding investigations and removing constraints to development. Council would have to take on costs of reviewing information provided in a submission to enable a recommendation to accept or reject the proposal.

Audiences¹

Internal	Partners	Key stakeholders ²	Landowners /occupiers ³	General public
DPC	ECan	N/A	Business owners, owners of currently business-zoned land and owners of land that was identified as a 'preferred development area' in the Area Plans	Selwyn ratepayers
	Te Ngāi Tuāhuriri Rūnanga (represented by Mahaanui Kurataiao)			News media
	Te Taumutu Rūnanga (represented by Mahaanui Kurataiao)			Wider public

Legend	High level of interest/ High level of influence ("Manage closely")	High level of interest/ Low level of influence ("Keep informed")	Low level of interest/ high level of influence ("Keep satisfied")	Low level of interest/ Low level of influence ("Watch only")

¹ "...Differing levels and forms of engagement may be required during the varying phases of consideration and decision-making on an issue, and for different community groups or stakeholders. The Council will review the appropriateness and effectiveness of the engagement strategy and methods as the process proceeds." [Significance and Engagement Policy: Adopted 26 November 2014; p.6]

² Key stakeholders are "the organisations requiring engagement and information as the preferred options for the Draft District Plan are being prepared." (District Plan Review Community Engagement Implementation Plan; p.6) Key stakeholders "...will advocate for or against decisions that will need to be made..." and "For the District Plan Review, stakeholders include any party that can influence decisions or be influenced by decisions made on policies or rules." (DPR Engagement Framework)

³ Landowners are "the individuals and businesses that could be affected by the proposed changes in the District Plan." (District Plan Review Community Engagement Implementation Plan; p.6)

Engagement during review phases

Review phases	Internal	ECan	Rūnanga	Landowners/occupiers	General public
Baseline assessments					
Preferred option development					
Preferred option consultation					

2018 communications and engagement key tasks/milestones per month

(more detailed action plans to be developed for each major milestone or as required)

Audiences	Pre-August	August	August/September ⁴
ECan			Preferred Option Report and associated supporting documents are shared and feedback sought
Rūnanga			Preferred Option Report and associated supporting documents are shared and feedback sought
Key stakeholders			
Landowners/occupiers	Leeston and Darfield business landowners consulted with as part of the Baseline Report		Preferred Option Report and associated supporting documents are shared and feedback sought
General public			PO report is published on Your Say Selwyn
DPC		Baseline Assessment and Preferred Option Report goes to DPC for endorsement	

⁴ This plan covers period until public pre-notification consultation on preferred options starts.

12. Update Report on Dairy Processing Management Areas

Author:	Vicki Barker (Barker Planning)
Contact:	Ben Rhodes (347 2824)

Purpose

To provide the Committee with an update on the development of the Dairy Processing Management Areas and to endorse the general approach to this topic and indicative work programme outlined in Section 3.0 of the report. A further update to the DPC is provided in early 2019.

Recommendations

“That the Committee notes the report.”

“That the Committee endorses the approach to the ‘Dairy Processing Management Areas’ topic and indicative work programme outlined in Section 3.0 of the report for further development and engagement.”

Attachments

‘Update Report on Dairy Processing Management Areas’

REPORT TO DISTRICT PLAN COMMITTEE

DATE: 22 August 2018

TOPIC: Dairy Processing Management Area

PREPARED BY: Vicki Barker, Consultant Planner

EXECUTIVE SUMMARY

<i>Purpose of Report</i>	<i>To provide the Committee with an update on the Dairy Processing Management Area Topic and Work Programme.</i>
<i>Recommended Action</i>	<i>Progress the Dairy Processing Management Area Topic and Work Programme as set out in this report. A further update is provided to DPC on the Dairy Processing Management Area in early 2019.</i>
<i>DPC Decision</i>	

1.0 Introduction

Synlait and Fonterra both have well-established dairy plants operating in Selwyn District in Dunsandel and Darfield respectively. The companies have jointly approached Council seeking changes to the Dairy Processing Management Area (DPMA) provisions as part of the District Plan Review process to improve the efficiency and effectiveness of the DPMA.

This report provides an update on progress with the DPMA topic, and describes:

- the current Selwyn District Plan DPMA provisions;
- the proposed management approach and a summary of the amendments being sought to the DPMA provisions;
- the engagement undertaken to date, and that proposed; and
- the anticipated forward work programme.

2.0 Current DPMA Provisions

Under the Operative Selwyn District Plan (the Plan) both sites are zoned Rural (Outer Plains). The Plan provides for these facilities by way of specific DPMA provisions contained in Appendix 26 (E26.1) which apply instead of the Rural Zone rules, except where expressly advised in the DPMA rules. Outline Development Plans (ODPs)¹ guide development within each site and include features such as a defined DPMA boundary, Rural Buffer Area, Height Control Area, Building Free Area, Noise Control Boundary, access points, landscaping areas etc. A copy of the DPMA provisions is attached as **Appendix 1**.

The plants were established by way of resource consent (Synlait in 2006 and Fonterra in 2010) and subsequent resource consents were sought for expansion. To better enable future development and provide the companies with greater development certainty, plan changes were sought to introduce the DPMA provisions. Synlait's Plan Change 43 was introduced in 2015 and Fonterra's Plan Change 50 shortly after in 2017.

There are no objectives and policies within the DPMA provisions in Appendix 26. Instead, the relevant objectives and policies are contained within the Rural Volume provisions (specifically Objective B3.4.2 and Policies B3.4.1 and B3.4.3-B3.4.5). Policy B3.4.5² specifically enables DPMA whilst managing effects at the boundary of the management areas through ODPs.

¹ Contained in Appendix 26A (Synlait) and Appendix 26B (Fonterra).

² Policy B3.4.5 - Enable the continued and enhanced operation, innovation and development of established dairy plant sites for the purposes of administration, processing, testing, storage, handling, packaging and distribution of milk and dairy products, related by-products and ancillary activities within specifically identified Dairy Processing Management Areas within the Rural (Outer Plains) Zone, whilst ensuring the integrated management of effects on the environment at the boundary of the Management Areas through ODPs. The establishment of non-dairy processing related industrial activities shall be avoided.

The DPMA provisions in Appendix 26 permit a number of land use activities related to the processing and use of milk, subject to a number of conditions or requirements being met. In summary these include:

- **ODP** - Development in general accordance with ODPs for each site;
- **Location of buildings and activities** - Permitting activities located within the Height Control Zone with some exceptions for more minor development, and buildings in the Rural Buffer Zone are to comply with height limits (as per rural zone) and setbacks;
- **Landscape Planting** - When new buildings are established which increase the capacity for milk processing or storage, landscaping is required in association with the Synlait ODP³. With respect to Fonterra, existing landscape planting shall be maintained and one area of future screen planting implemented within 12 months of the Central Plains Water canal becoming operational.
- **Building Height** - Buildings within the Height Control Zone are required to comply with height limits specified on the ODPs. Up to two boiler stacks and 4 exhaust vents per dryer are exempt from the height limits.
- **Building Colour** - Any building with a height greater than 12m is to be finished in particular colours specified in the provisions.
- **Earthworks** - A maximum volume of 5,000m³ of earthworks is permitted for each stage of development. The maximum cut depth is 5m and no closer than 1m to ground water, whichever is the lesser. Temporary stockpiles and final landforms shall be no higher than 4m above ground. All cut material is to be reused within the DPMA.
- **Access Design (and parking)** - Prior to the issue of Building Consent for any new building which increases the capacity for milk processing or storage, the design of any access from the State Highway (SH) and any SH/local road intersection shown on the ODPs shall be approved in writing by the road and rail controlling authorities. Access from a local road is to comply with the design requirements set out in the Transport rules (Appx 10). Secondary access points are only to be used for farm or emergency or temporary access. Parking is confined to areas on the ODPs and is to meet the Transport Chapter requirements with respect to layout and design.
- **Noise** - Both ODPs have a Noise Control Boundary at which limits of 55dB day time and 45dB night time must not be exceeded. These are shown on the ODPs in Appendices 26A and B but not on the Planning Maps. The 2008 NZ Standards are referenced for measuring and assessing noise. Rail movements are excluded from complying, provided that with respect to the Fonterra site that the number of night time rail movements does not exceed two per night.
- **Lighting** - Lighting is permitted where light spill does not exceed 3 lux on any adjoining property or road reserve, and all exterior lighting is directed away from adjacent properties and roads.
- **Signage** - Key rules include: signage must be related to permitted activities and restricted to corporate colours and logos; positioned so as not to obstruct motorists views of intersections or vehicle crossings; if attached to a building does not project above the building or is a maximum of 6m high if freestanding; no greater than 6m² if freestanding or 50m² if attached to a building; detailed provisions about the sign content; any new sign directed at the SH needs the approval of NZTA.

³ E26.1.5A refers to the Fonterra ODP in Appendix 26B however this provision should refer to the Synlait ODP in 26A and therefore is a referencing error.

Rule 3.13.1.6 in the Rural zone rules also applies and requires that any new sensitive activity within the Noise Control Boundary is designed to achieve a specific noise level to any bedroom and a ventilation system that enables bedroom windows to remain closed. The building design needs to be accompanied by a report from a suitably qualified acoustic consultant and submitted with the application for building consent and the cost of the report is to be met by Fonterra (introduced by Plan Change 50 and does not apply to Synlait). The Plan states that this requirement is to ensure that encroachment of sensitive activities does not curb the plant's operations.

If the permitted activity conditions are not met, resource consent is required. Controlled activity consent is required for breaches of the landscape planting, earthworks and construction activities. All other breaches of the permitted activity conditions are restricted discretionary activities; with the exception of buildings and activities not located in accordance with the ODP or the Height Control Zone, which are a discretionary activity. Any activity not otherwise provided for is non-complying. The provisions also contain extensive 'reasons for the rules'.

3.0 Overview of changes sought

3.1 The Management Approach

Both companies are supportive of the existing management approach - specific DPMA provisions and ODPs which apply instead of the Rural Zone rules (except where expressly advised), and which sit in a separate section of the Plan. The companies are seeking rule amendments only to this existing approach. I consider there is no reason not to continue with this approach with amendments to the rules; however, how the approach is 'packaged' and presented in the Proposed Plan will be largely guided by the National Planning Standards.

The draft National Planning Standards released in June 2018 contain a range of land use management approaches. Those of particular relevance to DPMA which need to be considered include a 'Rural production zone', a 'Special purpose zone', and a 'Development area' approach.

(i) Rural production zone - The purpose of this zone is to *"prioritise primary production activities that rely on the productive nature of the soils, intensive primary production, and also providing for associated rural industry⁴."* Each zone must include objectives, policies and methods including rules. This zone is distinct from the Rural zone which would apply more generally.

(ii) Special purpose zone - The Standards state that an additional Special purpose zone must only be created when the proposed land use activities and anticipated development within the defined area: are significant to the district or region; could not be enabled by any other zone; and could not be enabled by the introduction of an overlay, precinct, designation, development area, or specific control.

(iii) Development Area - A Development area spatially identifies and manages areas where conceptual plans such as outline development plans apply to determine future land use and/or development. Development areas must be provided as a different section of the chapter, have a unique name and include at least one

⁴ Rural industry: means an industrial activity where the principal function supports primary production or aquaculture activities.

objective and policy. The Standards also specify that when the development is completed the Development area section must be removed from the plan.

At this stage, a Special Purpose DPMA Zone would appear to be the best fit for both plants as the sites are significant to the district and region, would be less likely to be enabled by the Rural production zone, and the other key methods available are not as suitable; i.e. a Development area is a finite approach as it must be removed from the plan once development is completed, which would not be conducive to ongoing development and future certainty.

Both companies agree that the draft National Planning Standards do not specifically provide for rural industrial activities. The companies consider that such activities could be provided for through the creation of either a Special Purpose Zone or a Rural Industrial Zone. Submissions are currently being prepared on this basis.

3.2 Proposed amendments

The companies are continuing to work with Council regarding proposed amendments to the provisions and therefore the summary below represents an overview at this point in time and further amendment is expected to be required with respect to some provisions.

A summary of the proposed key amendments only is detailed below. There are a range of other more detailed minor amendments being sought to improve wording and correct errors.

Provisions	Proposed change	Why change is being sought
Objectives and Policies	Include specific stand-alone DPMA objectives and policies within the DPMA provisions.	<p>To improve the District Plan structure, have the objectives and policies in the DPMA provisions rather than the Rural zone.</p> <p>To replace the detailed explanation and reasons currently in the Plan.</p> <p>To provide increased specificity and guidance compared to Rural zone objectives and policies.</p> <p>To develop objectives and policies which better reflect the CRPS.</p>
Permitted activities	To provide for a wider range of infrastructure as permitted including sewerage, energy generation and car parking.	Greater clarity and to permit existing and necessary infrastructure development. For example, both plants have established energy infrastructure (boilers and substations).

Landscape Planting	<p>Synlait - a new rule which requires one outstanding row of landscaping to be completed including specifics about the planting species etc. (taken from the ODP landscape plan and cross-sections and translated into a written rule).</p> <p>Fonterra - remove the requirement for planting within 12 months of CPW becoming operational.</p>	<p>Synlait has completed all planting except for one internal row and a written rule would streamline the provisions as opposed to multiple landscape cross-sections needing to be attached.</p> <p>Fonterra has completed all planting and considers future planting in association with the CPW canal is no longer appropriate as the CPW canal (now a pipeline) through the site is no longer proceeding). Fonterra is currently working with CPW to determine future requirements for the designation over Fonterra land.</p>
Building Colour	To increase the height limit from 12m to 15m at which buildings need to be finished in specific colours.	15m is currently applied in Industrial zones and is also considered appropriate given the setbacks and landscaping.
Earthworks	A replacement rule which seeks to permit earthworks and where earthworks exceed 5,000m ³ require a Construction Management Plan to be provided to Council.	<p>Excavation depth and groundwater is not considered an issue at either site.</p> <p>A resource consent process is duplicating the Building Consent process in some respects.</p> <p>Both companies have SDC approved Dust Management Plans.</p>
Traffic generation (to replace Access Design)	Delete the rule regarding access design (E26.1.13) and replace it with a new traffic generation rule which has a permitted activity threshold for new activity based on Heavy Goods Vehicle (HGV) movements (a draft rule is still being determined by both companies).	Both companies are working with Transport Engineers to develop a draft rule or separate rules for each site and justification for the change.
Parking	Delete the car parking rules.	Car parking is internal to the site and traffic and pedestrian safety are managed through Health & Safety regulations; No specified car parking area on the Fonterra ODP.

Noise	<p>Synlait - seeking an extension to the position of the Noise Control Boundary and additional noise insulation requirements in relation to sensitive activities.</p> <p>Fonterra - no change sought.</p>	To provide for noise from heavy traffic movements at the Synlait access and to ensure noise management is more effective relative to the scale of development anticipated at the site.
Signage	<p>Delete restriction of permitted signage to corporate logo's or colours only.</p> <p>Delete the requirement that the content of the sign be limited to the name of the processing plant, wayfinding and compliance with statutory requirements.</p> <p>Delete the detailed restrictions regarding the content of signs facing local roads.</p> <p>Delete the need for any new sign directed at the SH to be approved by NZTA.</p>	<p>Unnecessary to restrict all signs to corporate colours, i.e. directional signs.</p> <p>Duplication in the rules and uncertainty and ambiguity in wording.</p> <p>Could cross-reference to signage chapter.</p>
Lighting	No change sought but oppose the introduction of any new provisions relating to night glow.	Lighting at both sites has been designed and installed to comply with the spill light and glare permitted activity rules in Appendix 26 of the District Plan, while also meeting health and safety lighting obligations associated with sites that operates 24 hours a day. It is considered unnecessary to introduce new restrictions on lighting and night glow in relation to either plant.
Activity status	Seek to delete all controlled activities and revise the matters of discretion for restricted discretionary activities.	Relates to rule changes.
Rule 3.13.1.6	<p>Fonterra - Delete the need for Fonterra to meet the costs of an acoustic report and design.</p> <p>Synlait - Amendment to the rule to introduce additional noise insulation requirements in relation to sensitive</p>	Fonterra considers the provision to meet the costs of the acoustic report and design is not well justified and is not enforceable.

	<p>activities (linked with the proposed changes to the noise contour).</p> <p>Both companies - Seeking that non-compliance with this rule be a non-complying activity.</p>	<p>The change sought by Synlait relates to the proposed extended noise contour boundary.</p> <p>The companies would like the district plan to strongly signal the necessity for noise insulation to avoid reverse sensitivity effects occurring.</p>
ODPs and Planning Maps	<p>Make ODPs more legible and update text.</p> <p>Show noise control boundaries on the planning maps.</p>	<p>ODPs are illegible and text will need to be updated to reflect changes to provisions and lack of clarity as noise control boundaries not shown on maps. Seeking that noise control boundaries to be displayed on the Planning Maps so clear to plan users without needing to refer to the ODPs.</p>

3.0 Anticipated Work Programme

Council is continuing to work with both companies regarding the proposed amendments. The key matters where further information is required in order to progress the development of provisions includes: traffic generation/access design; noise; and earthworks.

An indicative work programme going forward is outlined below:

Indicative Timing	Tasks
August 2018	<ul style="list-style-type: none"> - Synlait/Fonterra to provide revised suggested amendments based on discussions with Council to date; i.e. revised earthworks provisions. - Both companies have agreed to provide statements verifying that landscaping has been completed. - Landscape advice is to be provided to support the change sought to the building colour provision. - Council to discuss with the necessary parties; i.e. ECan with respect to earthworks and Council's acoustic consultant with respect to noise.

Sept-Nov 2018	<ul style="list-style-type: none"> - Fonterra to carry out traffic counts to inform traffic generation provisions. - Council continues to work with companies on refining other provisions (as required).
Dec 2018-Jan 2019	<ul style="list-style-type: none"> - Synlait/Fonterra to provide draft traffic generation rule(s) for Council's consideration, accompanied by traffic engineering advice. - Council to consider draft provision(s) in conjunction with NZTA. - Liaise with companies to refine.
Feb-March 2019	<ul style="list-style-type: none"> - Final draft provisions submitted by companies to Council. - Further update to DPC regarding traffic generation in particular and intended engagement.
March-April 2019	<ul style="list-style-type: none"> - Targeted stakeholder engagement with adjoining landowners, NZTA, Kiwirail.
Remainder of 2019	<ul style="list-style-type: none"> - Companies in liaison with Council to finalise draft provisions considering stakeholder feedback ready for public notification. - Finalise s32.

4.0 Engagement

Discussions have been held with the Council's Transport Asset Manager, Consents Team Leader, and Monitoring and Compliance Manager to inform the assessment of the draft amendments sought to the provisions.

Initial discussions have also been held with ECan regarding the proposed earthworks provisions, potential overlaps with the regional rules and their general suitability, and with NZTA regarding the traffic generation and signage rules. This engagement will need to continue as provisions continue to be developed and refined.

It is proposed that once a final draft set of provisions is submitted by the companies that targeted stakeholder engagement occurs. There are adjoining land owners at both sites who will be interested in any amendments to the provisions and it is considered there is sufficient time to build in this engagement ahead of the provisions being publicly notified.

5.0 Recommendation to DPC

5.1 The following recommendations are made to the DPC:

1. That the above information is received and the general approach to this topic and the indicative work programme outlined in Section 3.0 is endorsed.
2. A further update to the DPC is provided in early 2019.

APPENDIX 1: DPMA Provisions

PART E

APPENDIX 26

E26.1 DAIRY PROCESSING MANAGEMENT AREA

NOTE:

All activities within the Dairy Processing Management Area shall comply with the Rules in Appendix 26.

Rules in Part C, 1 to 10 of the Rural Volume of the District Plan shall not apply to activities within the Dairy Processing Management Area, except where expressly advised in the following Rules.

All activities, including buildings, structures and earthworks, must comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001).

Permitted Activities - Land Use

- E26.1.1 The following activities shall be a permitted activity if all of the standards in Rules 26.1.2 to 26.1.27 are met:
- 26.1.1.1 The processing, testing, storage, handling, packaging and distribution of milk and dairy products, dairy processing related by-products, and ancillary activities, including but not limited to:
- a) Rail infrastructure, and rail activities limited to those required for the transportation of milk, dairy products and associated ingredient and package products.
 - b) Infrastructure for roading, rail, the management of wastewater, stormwater and the supply of water.
 - c) Laboratories and facilities for research and development related to the processing of milk and development of dairy products.
 - d) Offices and facilities required for the administration and management of the Dairy Processing Management Area, and the marketing, sales and distribution of milk and dairy products.
 - e) Activities which can comply as a permitted activity with the rules of the Rural (Outer Plains) Zone, except that any calculation of density or site coverage shall exclude the land within the Height Control Zone.

Note: For the purpose of interpreting Rule 26.1.1:

The processing and use of milk is the purpose of, and principal use within, the Dairy Processing Management Area.

Ancillary activities means any activity that is incidental to servicing and supporting a permitted activity on the same site and which forms an inseparable part of the permitted activity.

Requirements and Conditions for Permitted Activities**Outline Development Plan**

- E26.1.2 The location of all buildings, activities, and vehicle access points to the Dairy Processing Management Area, shall be in general accordance with the Outline Development Plan in Appendix 26A and Appendix 26B.

Location of Buildings and Activities

- E26.1.3 All permitted activities shall be located within the Height Control Zone identified on the Outline Development Plan in Appendix 26A and Appendix 26B, with the exception of:
- a) Any directional signage under 1.2m height;
 - b) Signage providing information at the Primary Access points;
 - c) Infrastructure for roading, rail, the management of wastewater, stormwater and the supply of water associated with a permitted activity; and
 - d) Permitted activities provided for in Rule 26.1.1.1(e)
- E26.1.4 Where located within the Rural Buffer Area buildings and activities provided for in Rule 26.1.3(b) and (c) shall comply with the height rules of the Rural (Outer Plains) Zone and either the setback rules of the Rural

(Outer Plains) Zone or any setback shown on the Outline Development Plan in Appendix 26A, whichever is the greater setback from the boundary.

Landscaping Planting

- E26.1.5A When new buildings are to be erected that will increase the capacity for milk processing or storage within the Dairy Processing Management Area landscape planting as shown on the Outline Development Plan in Appendix 26B shall be located in general accordance with the landscape provisions of the Outline Development Plan and is to be completed in accordance with the provisions for Staging and Removal of Exotic Planting specified in Appendix 26B.
- E26.1.5B Existing landscape planting as shown on the Outline Development Plan in {Appendix 26B} shall be maintained in general accordance with the landscape provisions of the that Outline Development Plan. Future screen planting' as shown on the Outline Development Plan in {Appendix 26B} shall be implemented within 12 months of the Central Plains Water Canal becoming operational through the site.
- E26.1.6 Landscape planting required by Rule 26.1.5A is a controlled activity for which consent is required in accordance with Rules 26.2.1 and 26.2.2

Note: Neither Rule 26.1.5A or Rule 26.1.5B or B nor Rule 26.1.6 apply to any planting within a Dairy Processing Management Area for the purposes of amenity or enhancement and which is additional to that envisaged by the Outline Development Plan.

Building Height

- E26.1.7 Buildings within the Height Control Zone shall comply with the height limits shown in the Outline Development Plans in Appendix 26A and Appendix 26B. Up to 2 Boiler stacks and 4 exhaust vents per dryer shall be exempt from height limits.

Building Colour

- E26.1.8 Any building that has a finished height above 12 metres shall be finished in the following colours or equivalent colours, excluding trim, fittings, guttering, detailing and signage:
- a) Colorcote "Kestrel" [specification: 174(R), 165(G), 165(B), RV34.51]
 - b) Colorcote Titania [specification: 213(R), 211(G); 199(B), RV64.57]
 - c) Colorcote Ironsand [specification: 84(R), 81(G), 79(B), RV14.72]
 - d) Colorcote Grey Friars [specification: 87(R), 87(G), 88(B), RV 16.55]

Earthworks

- E26.1.9 A maximum volume of 5000m³ of earthworks for each stage of development.
- E26.1.10 The maximum cut/excavation depth of the earthworks from existing ground level shall be 5 metres and no closer than 1 metre to groundwater, whichever is the lesser
- E26.1.11 The maximum height of temporary stockpiles or final landforms shall be no greater than 4m above ground level.
- E26.1.12 All cut material shall be reused within the Dairy Processing Management Area.

Access Design

- E26.1.13 Prior to the issue of a building consent for a new building which will increase capacity for milk processing or storage within the Dairy Processing Management Area:
- a) The design of any access from the State Highway or the design of any State Highway/local road intersection, as shown on the Outline Development Plan in Appendix 26A and Appendix 26B, shall be approved in writing by the relevant Road and Rail (where applicable) controlling authorities. A copy of this approval shall be forwarded to the Council Planning Manager for Council's records.
 - b) All access from a local road shall comply with the design requirements of Appendix 10.
- E26.1.14 Secondary access points shown on the Outline Development Plan in Appendix 26A and Appendix 26B shall only be used for farm activities, emergency access and situations where the primary access is made temporarily unavailable by emergency services, the road or rail controlling authorities.

Parking

- E26.1.15 All vehicle parking and manoeuvring areas shall be located as shown on the Outline Development Plan in Appendix 26A and comply with Appendix 10 and Appendix 26B as to layout and design.
- E26.1.16 Vehicle parking and manoeuvring associated with new buildings which will increase the capacity for milk processing or storage within the Dairy Processing Management Area shall be constructed, formed and sealed (with drainage) prior to use for operational activities.

Noise

- E26.1.17 Noise arising as a result of any activity within a Dairy Processing Management Area shall not exceed the following limits at the Noise Control Boundary shown on the Outline Development Plans in Appendix 26A and Appendix 26B.

Daytime (7.30am – 8.00pm) 55dB L_{Aeq} and 80 dB L_{Amax}

Night-time (8.00pm – 7.30am) 45 dB L_{Aeq} and 70 dB L_{Amax}

Noise shall be measured in accordance with NZS6801:2008 "Acoustics-Measurement of Environmental Sound", and assessed in accordance with NZS6802:2008 "Acoustics-Environmental Noise".

- E26.1.18 Rail movements into, within and out of the Dairy Processing Management Area are excluded from compliance with the above rules, provided that for the Outline Development Plan in Appendix 26B, the number of night time rail movements do not exceed 2 per night (night is defined as being between 8.00pm and 7.30am).

Note: Rule 26.1.18 does not apply to the loading or unloading of goods.

Note: Part C3, Rural Rules - Buildings, Rule 3.13.1.6 also applies for the establishment of any new sensitive activity within the Noise Control Boundary.

Lighting

- E26.1.19 Any lighting within the Dairy Processing Management Area shall be a permitted activity provided that:
- Light spill from any activity does not exceed 3 lux on any adjoining property or any road reserve; and
 - All exterior lighting is directed away from adjacent properties and roads.

Signage

- E26.1.20 All signage must be related to permitted activities undertaken on the site and be restricted to corporate logos or colours only.
- E26.1.21 The sign, unless it is a temporary sign, is located entirely within the Dairy Processing Management Area and is not located on, or overhangs onto, any road reserve. (See Rule 26.1.3 for limitations on signs located outside the Height Control Area as shown on the Outline Development Plan in Appendix 26A).
- E26.1.22 The sign is positioned so that it:
- does not obstruct or impair the view for any motorist of any intersection or vehicle crossing; and
 - is at right angles to the road frontage of the site but angled off the direction of traffic by 5 degrees.
- E26.1.23 The sign does not:
- have flashing or revolving lights, sound effects, balloons or blimps or moving parts;
 - resemble a traffic sign.
- E26.1.24 The height of the sign is not more than the height of the building and does not protrude beyond the framework of the building, to which it is attached; or 6m above the ground if the sign is not attached to a building.
- E26.1.25 The size of any freestanding sign is not more than 6m² and any sign attached to a building is not more than 50m².
- E26.1.26 The content of the sign shall be limited to the name of the dairy processing plant, wayfinding and compliance with statutory requirements.
- E26.1.27 The content of any sign within the Dairy Processing Management Area fronting a local road shall comply

with the following:

- a) The sign has a maximum number of 5 words or a maximum combined number of 6 words and symbols;
- b) There is a minimum separation distance between any 2 outdoor signs of:
 - i) 70m, where the speed limit is 80km/hr; or
 - ii) 80m, where the speed limit is 100km/hr;
- c) The sign is visible from a distance of:
 - i) 175m, where the speed limit is 80km/hr; or
 - ii) 250m where the speed limit is 100km/hr;
- d) The sign has a minimum height for any letter which complies with the following values:

Speed Values	Main Message	Secondary Message
80km/hr	250mm	125mm
100km/hr	300mm	150mm

Note: The above rules do not apply to any directional, warning or other required safety or information signs required for the Dairy Processing Management Area.

E26.1.28 The position, dimensions and content of any new sign within the Dairy Processing Management Area directed at traffic on a State Highway shall be approved in writing by the NZ Transport Agency.

E26.2 CONTROLLED ACTIVITIES

Landscape Planting required by Rule 26.1.6

- E26.2.1 An application for controlled activity consent under Rule 26.1.6 shall contain information showing the location of proposed planting, the proposed plant species, the proposed timing of planting, the height and spacing of plants at the time of planting and the proposed maintenance regime of the landscape planting including soil and moisture retention, irrigation, access and the replacement of any dead, diseased or dying plants and the methodology for removal of exotic planting.
- E26.2.2 Under Rule 26.2.1 the Council shall restrict its control to the following matters:
- The matters in respect of which information is required by Rule 26.2.1;
 - The extent to which the proposal meets the objectives of and outcomes intended by the landscape elements of Appendix 26A
 - The effectiveness of the proposed landscape planting to mitigate the adverse effects of proposed buildings and activities on landscape values in the locality of the Dairy Processing Management Area;
 - The use of landform to assist in mitigation of landscape effects; and
 - The effect of not removing exotic species which have achieved a uniform height of 10m on cultural values.

Earthworks

- E26.2.3 Any earthworks exceeding 5000m³ (for any stage of development), or a cut/excavation depth from existing ground level of more than 5 metres, or a maximum height of temporary stockpiles or final landforms of 4m above ground level, shall be a controlled activity. Any application for earthworks shall not require the written approval of third parties and shall be non-notified.
- E26.2.4 Under Rule 26.2.3 Council shall restrict its control to the following matters:
- Management of excavations in the proximity of surface waterways to avoid sedimentation, discharges and run-off entering waterbodies.
 - Management of dust emissions.
 - The location, size and dimensions of any temporarily stock-piled material and final landform features created by fill.
 - Re-vegetation of final surfaces.
 - An Accidental Discovery Protocol as specified in the Mahaanui Iwi Management Plan.

Construction Activities

- E26.2.5 Construction activities for a new building which will increase capacity for milk processing or storage within the Dairy Processing Management Area shall be a controlled activity. Any application for construction activities shall not require the written approval of third parties and shall be non-notified.
- E26.2.6 Under Rule 26.2.5 Council shall restrict its control to the following matters:
- Ensuring that the effects of construction traffic minimises disruption, delay or inconvenience on the adjoining road network.
 - Best practicable measures to avoid or mitigate the dispersal and deposition of dust and sediment.
 - Best practicable measures to avoid the accidental discharge of any fuel or other hazardous substances, including measures for dealing with accidental spills.
 - Compliance with NZS6803:1999 Acoustics – Construction Noise;
 - Compliance with NZS2631:1985-1989 Part 1-3 or equivalent standard;
 - An Accidental Discovery Protocol as specified in the Mahaanui Iwi Management Plan.

E26.3 RESTRICTED DISCRETIONARY ACTIVITIES

- E26.3.1 Any activities which do not comply with the standards for Permitted Activities, and which are not listed as a controlled, discretionary or non-complying activity, shall be a restricted discretionary activity. The Council shall restrict its discretion to consideration of those matters as specified in respect of each rule:

Matters of Discretion

- E26.3.2 Outline Development Plan
Any building or activity which does not comply with the following rules as shown on the Outline Development Plan shall be a restricted discretionary activity and the Council shall restrict its discretion to consideration of those matters identified:
- a) Rule 26A.1 Heslerton Road Access
 - i) The number and type of vehicle movements.
 - ii) The surface, width and condition of the road.
 - b) Rule 26A.2 and 26.B.2 Parking
 - i) Any effects of vehicle movements associated with parking provided for within the Rural Buffer Area on rural amenity values and the reasonable use of adjoining land.
 - c) Rule 26A.3 Building Free Area
 - i) The necessity and purpose of any structures to be located within the building free area.
 - ii) The scale and construction materials proposed for any building.
 - iii) The extent to which the proposed structure may affect the potential options for re-design and up-grading of the State Highway 1/Old South Road intersection.

Location of Buildings and Activities

- E26.3.3 Any building or activity which does not comply with Rule 26.1.4 shall be a restricted discretionary activity and the Council shall restrict its discretion to consideration of:
- a) Any effects of an increase in building height or a reduced setback from internal and road boundaries on the rural amenity values in the locality and the reasonable use of adjoining land
 - b) Any effects of an oversized or non-directional sign on traffic safety or efficiency or on rural amenity values.

Note: Non-compliance with Rules 26.1.2 and/or Rule 26.1.3 is a full discretionary activity. See Rule 26.4 below.

Building Height

- E26.3.4 Any building which does not comply with Rule 26.1.7 shall be a restricted discretionary activity and the Council shall restrict its discretion to consideration of:
- a) The individual and cumulative effect of additional building height on the landscape values in the locality of the Dairy Processing Management Area.
 - b) The form and function of the over-height structure.
 - c) The material and colour finish of the over-height structure.
 - d) The effectiveness of any mitigation.

Colour

- E26.3.5 Any building which does not comply with Rule 26.1.8 shall be a restricted discretionary activity and the Council shall restrict its discretion to consideration of:
- Alternative colour finishes and their effectiveness to address the visibility of the proposed structure individually and cumulatively within the Height Control Zone within the Dairy Processing Management Area.

Earthworks

E26.3.6 Any earthwork which does not comply with one Rule 26.1.12 shall be a restricted discretionary activity and the Council shall restrict its discretion to consideration of:

- The management of traffic effects created by the haulage activity.

Access

E26.3.7 Any access which does not comply with Rules 26.1.13 or 26.1.14 shall be a restricted discretionary activity and the Council shall restrict its discretion to consideration of:

- a) The effects of any access not shown on the Outline Development Plan in Appendix 26A and 26B, on the safety and efficiency of traffic on the road network.
- b) The safety of access to and from the State Highway, including the combined effect of the State Highway intersection and the site access where applicable.
- c) Intersection and road design.

Parking

E26.3.8 Any parking which does not comply with Rules 26.1.15 or 26.1.16 shall be a restricted discretionary activity and the Council shall restrict its discretion to consideration of:

- a) The effects of vehicle parking and maneuvering not in accordance with the Outline Development Plan in Appendix 26A on rural landscape and amenity values.
- b) The effects of parking not designed to meet the standards of Appendix 10 on safety and efficiency of movement for vehicles and pedestrians within the DPMA.

Noise

E26.3.9 Any activity which does not comply with one or more of Rules 26.1.17 to 26.1.18 shall be a restricted discretionary activity and the Council shall restrict its discretion to consideration of:

- a) Effects on rural amenity values in the immediate proximity of the Dairy Processing Management Area.
- b) Effects on the livability of any dwelling subject to increased noise effects.
- c) Measures for mitigation of noise effects.

Lighting

E26.3.10 Any activity which does not comply with Rule 26.1.19 shall be a restricted discretionary activity and the Council shall restrict its discretion to consideration of the effects of any additional light spill on:

- a) rural amenity values;
- b) the reasonable use of adjoining land or dwellings; and
- c) traffic safety on adjoining roads.

Signage

E26.3.11 Any activity which does not comply with one or more of Rules 26.1.20 to 26.1.21 shall be a restricted discretionary activity and the Council shall restrict its discretion to consideration of the effects of any oversized or non-complying sign on:

- a) Traffic safety and efficiency; and
- b) Rural amenity values.

E26.3.12 Any activity which does not comply with Rule 26.1.5B shall be a restricted discretionary activity and the Council shall restrict its discretion to consideration of:

- a) The impact of the loss of planting on the amenity of adjoining properties;
- b) The effectiveness of existing landscape planting to mitigate the adverse effects of buildings and activities on landscape values in the locality of the Dairy Processing Management Area; and

- c) The use of landform to assist in mitigation of landscape effects.

E26.4 DISCRETIONARY ACTIVITIES

Buildings and activities not located in accordance with Rule 26.1.2 and/or 26.1.3 shall be a discretionary activity.

E26.5 NON-COMPLYING ACTIVITIES

Any activity not provided for as a permitted, controlled, restricted discretionary or discretionary activity shall be a non-complying activity.

E26.6 REASONS FOR RULES

The activities already undertaken at the established dairy plants in the Dairy Processing Management Areas and those which would typically be anticipated or associated with the processing of milk. Dairy processing activities can be anticipated to further develop as value is added to the range of dairy products and from processing of by-products. The list of permitted activities is intentionally limited to activities which are inseparably connected to dairy processing, including testing, storage, handling, packaging, distribution, and innovation.

Outline Development Plan, Buildings and Activities - Location and Height

The location of buildings and parking areas within the DPMA sites and in relation to the site boundaries is controlled through compliance with an Outline Development Plan (ODP). This concentrates built development and dairy processing activities in one part of the site and reflects the position of plant established through earlier resource consent processes and around which future buildings and activity are intended to grow.

Activities and buildings provided for in the Rural Buffer Area include those normally anticipated in the Rural Outer Plains Zone. In addition, low directional signage, signs located adjacent to primary access points and infrastructure servicing the DPMA such as road, rail, wastewater and stormwater utilities are enabled in the Rural Buffer Area. These are not activities involving significant built structures or intensive clustering of buildings, and are therefore considered appropriate in the Rural Buffer Area.

The setback of buildings from the state highway frontage has, in the case of Synlait, been influenced by the need to allow for a potential rail siding for trains to load/unload immediately adjacent to the drystores and to provide area for some landscape planting. To the north and south east built development is kept away from boundaries with a large area of rural open space providing an appropriate transition or buffer to the wider rural plains. The Fonterra Darfield site is provided with considerable setbacks from all boundaries to allow for landscaping and to minimise visual dominance from surrounding vantage points while also providing an appropriate transition or buffer to the wider rural plains.

The use of ODPs therefore effectively manages the extent of dairy processing activities within the DPMA. They are based upon what could be anticipated as a reasonable and optimal future development scenario and an assessment of the environmental effects of that development scenario.

The visual effects of full built development have been considered for the Management Area as a whole and addressed through landscape plans. The scale and density of future development is integrated with this landscape treatment via the ODP providing a full overview of site development achievable over time.

Building heights are similarly controlled through the ODPs. The rules acknowledge that dairy processing activities necessitate very tall built structures e.g., dryers and boiler stacks as well as very large, single span industrial buildings. Accordingly, there is provision for variable building heights, with the tallest elements purposefully located in a more central position within the area of building development.

Where activities are proposed which are compliant with the Rural Outer Plains rules, these are provided for throughout the DPMA (whereas dairy processing activities and buildings are more constrained). The rule requires that for the purpose of site coverage and density calculations, the area of land used for the basis of the calculation is limited to the Rural Buffer Area, ensuring that the Buffer retains a density of development consistent with the wider Rural Zone.

A Noise Control Boundary is shown on the ODPs. This is complemented by a rule in Part C, 3 Rural Rules – Buildings which requires noise insulation to be incorporated within new buildings for sensitive activities. This provision is discussed further under Noise below.

A specific rule on the ODP contained within Appendix 26A requires the up-grading of Heslerton Road prior to the commissioning of a second access. The rule ensures that the access to the plant is safe, efficient and fit for purpose. Further up-grading of the Old South Road and State Highway 1 intersection is similarly to be evaluated with substantive construction projects that increase the production and/or storage capability of the plant, to ensure that it remains safe. An area of land in the north west corner of the ODP is shown as building-free. This requirement is to avoid any capital development in an area that ultimately could be required for accommodating an up-graded State Highway/Old South Road intersection. This is discussed further under Access below. The ODP's contained within both Appendix 26A and 26B require all vehicle parking to be provided

within the Height Control Area. This is described further under Parking below.

Landscape Planting

Rule 26.1.5A requires all landscape planting to be generally in accordance with the landscape plan which forms part of the ODP and in accordance with the staging specified in Appendix 26A.

Rule 26.1.6 (requiring controlled activity consent to 'landscape planting' but not otherwise affecting planting for amenity or enhancement purposes) is intended to ensure general compliance with the staging of landscape establishment on the Synlait site identified in Appendix 26A and to control details of the plant species, location, timing of planting, height, spacing and maintenance. The purpose of this rule is to ensure that the Synlait Dairy Processing Management Area has a consistent landscape theme and that planting is appropriately established and cared for, ensuring its longevity and effectiveness.

In addition, a rule requires exotic species planted on the DPMA boundaries with Appendix 26A to be removed once identified indigenous tree species, planted in accordance with the rules on the ODP, have reached a minimum height of 10m. This requirement to allow indigenous plants to dominate has been agreed with Te Taumutu Rūnanga as a way of expressing cultural values on the site.

No additional landscaping is required on the Fonterra site as it expands due to the comprehensive perimeter landscaping already established on the existing site as identified on the ODP contained within Appendix 26B. This landscaping is required to be maintained in accordance with Rule 26.1.5B. The only exception to this is if the Central Plains Water Canal is constructed through the site which will create a break in the perimeter planting. Should this occur, additional screen planting is required to be implemented in accordance with Rule 26.1.5B.

Building Colour

All buildings over 12m in height are required to comply with a prescribed colour palette. This is to assist with addressing the visual effects of what are potentially substantive buildings with high visibility for a period of years. The intention is to maintain a consistency in the visual qualities of the site. The colour range is informed by the finish of buildings established through resource consents prior to the DPMA.

Earthworks

The rules provide for some small scaled earthworks (<5000m³) and stockpiling to be carried out as a permitted activity. These standards are consistent with those applied to earthworks in the wider Rural Outer Plains Zone. Where these standards are exceeded within the DPMA Rule 26.2.3 requires the activity to be considered as a controlled activity with Council's control reserved to dust, proximity to waterways, re-vegetation and accidental discovery of archaeological items. A resource consent process ensures appropriate management and environmental outcomes which can be effectively achieved and monitored through a controlled activity consent process without the need for notification or third party approvals. It is acknowledged that earthworks, even at a larger scale, can be appropriately managed in accordance with best practice. In addition, the DPMA is an established and defined site which is well understood in terms of effective management from previous construction activity.

Where material is to be transported off site however, a resource consent is required. This is specifically limited to the effects of haulage on the safety and efficiency of the road network, which may vary in effect depending on the volume of material to be transported and the particular route to be followed. This traffic effect is distinguishable from the earthwork activity itself where effects can be contained within the boundaries of the DPMA.

Access

The DPMA is a potentially significant traffic generator with a high proportion of heavy vehicles. Accordingly, it is appropriate that the access provision into and out of the sites contained within Appendix 26A and 26B is controlled to avoid multiple entrance points which may potentially affect traffic safety and efficiency on the surrounding road network. Similarly, there is a requirement that with any significant new buildings which may increase processing or storage capacity, there must be consultation with the relevant road and/or rail authority. This provides a check point for assessing if a further up-grade of existing access points onto the State Highway or any State Highway/local road intersections servicing the DPMA are required. In respect of Synlait, the State Highway 1/Old South Road intersection is the primary point of access to the DPMA. Requiring the approval of the road and rail authorities will trigger a review of the safety of the intersection over time as traffic patterns change and the DPMA develops. The ODP requires that land between the plant and Heselton Road is to be kept free of buildings to ensure that sufficient land is retained to accommodate any future State Highway intersection up-grades that may be required.

Identifying access points into the DPMA on the ODP provides certainty to road and rail controlling authorities as well as local road users. The access points identified on the ODP which are not already formed and operational will be required to comply with the District Plan standards for design. In the case of Synlait, prior to the commissioning of the second access on Heselton

Road, the ODP requires that a further length of road is up-graded to a standard for the anticipated traffic.

Parking

All vehicle parking (tankers, employees, visitors, suppliers and contractors) is required to be provided within the Building Height Control Area of the DPMA, where an intensification of built development and activity is anticipated. Directing parking to this location ensures that the dispersal or encroachment of car parking does not occur within the Rural Buffer Area which is intended to wrap around or buffer that part of the DPMA which is to be intensively used. The layout of the parking area is to comply with Appendix 10 of the Rural Volume of the District Plan, which sets out standard dimensions for car parks and best practice guidance on the relationship between parking, pedestrian and vehicle circulation areas.

Noise

The primary noise control for the DPMA requires compliance with a Noise Control Boundary. This is defined on the Outline Development Plan and Rule 26.1.17 specifies the daytime and night-time noise standards that will apply at this boundary. The Noise Control Boundary is derived from conditions imposed on resource consents that established the plant and represents a more strict noise standard than has been applied to the Rural Outer Plains. A Noise Control Boundary is commonly used around sites such as ports, airports and large, stand-alone plant. They provide a simple method for all parties to visualise the extent of noise effects.

The Noise Control Boundary also triggers requirements for acoustic insulation to be built into new buildings for sensitive activities with the cost to be met by Fonterra for ODP 26B see Part C, Rural Rules Buildings 3.13.16. This requirement acknowledges and responds to the importance of the plant to the community and the economy. Once a company has made a significant investment in plant, it is in the districts and the community's interests that this plant is able to operate with efficiency. Accordingly, it is appropriate to ensure that encroachment of sensitive activities does not curb the plant's operations.

The Noise Control Boundary and its associated noise standards are not intended to apply to rail movements into and out of the DPMA. The measurement of rail noise as a train moves from designated land onto a rail siding within the DPMA may be extremely difficult to differentiate and measure. Unexpected noises such as wheel squeal have therefore been considered in the setting of the noise limits and layout of each site. The activity of loading and unloading trains is required to comply with the Noise Control Boundary.

Lighting

The Height Control Area within the DPMA is potentially an area of intensive activity and concentrated built development. The plant operates on a 24 hour basis requiring lighting to be provided for illumination of access points, outdoor work spaces and for security. The limitations imposed on the measurement of lux and the direction of lighting are the primary mechanisms to avoid light spill and to minimise night-lighting effects.

Signage

The rules relating to sign size are intended to provide for signs to be established which are scaled relative to the size of the plant and its function as a resource servicing a large catchment within the District. A requirement to ensure that signs visible from, even if not physically or legally fronting the State Highway, are considered by the New Zealand Transport Agency, ensures that signage does not adversely affect traffic safety and efficiency and accords with current Government guidance applicable at that time. Further to the size of the sign, the balance of the rules are the same as those applied in the wider Rural Outer Plains Zone.

Construction Activities

Rule 26.2.5 provides a mechanism for further control over the management of large scaled construction works through a resource consent for a controlled activity. The rule only applies to construction activities for buildings which increase milk processing or storage capacity within the DPMA, and is intended to apply to proposals of the scale of a new dryer or drystore.

Due to the number of variables associated with construction and the desire to adopt industry best practice, a rule based on a standard measure or numerical threshold for management of construction effects is not applicable. A controlled activity consent ensures that there is a comprehensive and integrated plan for matters such as traffic management, dust control, compliance with the NZS standard for construction noise and vibration along with protocols for accidental discovery. This approach provides certainty and the flexibility to deal with construction projects which are of larger scale and potential environmental effect. The majority of the matters of control are however subject to other regulatory processes for building consent and health and safety. Accordingly, there is no requirement for third party approvals or notification of an application.