

Response ID ANON-URZ4-5FRY-U

Submitted to Fast-track approval applications
Submitted on 2024-05-03 13:16:17

Submitter details

Is this application for section 2a or 2b?

2A

1 Submitter name

Individual or organisation name:
Goulds Development Ltd, SR & NM Chapman & 2 Degrees Real Estate Ltd

2 Contact person

Contact person name:
Phil Kennard

3 What is your job title

Job title:
Director

4 What is your contact email address?

Email:
s 9(2)(a)

5 What is your phone number?

Phone number:
s 9(2)(a)

6 What is your postal address?

Postal address:
s 9(2)(a)

7 Is your address for service different from your postal address?

Yes

Organisation:
Aston Consultants Ltd

Contact person:
Fiona Aston

Phone number:
s 9(2)(a)

Email address:
s 9(2)(a)

Job title:
Director & Principal Planner

Please enter your service address:

PO Box 1435
Christchurch 8140

Section 1: Project location

Site address or location

Add the address or describe the location:

See attached file - Attachment 1 for project location map (& all figures and tables referred to in application)

131 & 139 Levi Road Lot 2 DP 322710 M Purdon and NC Rasmussen 28.0900ha
Rear of 139 Levi Road Lot 2 DP 416195 M Purdon and NC Rasmussen 2.3400 ha
294 Lincoln Rolleston Road Lot 1 DP 67190 S R Chapman & NM Chapman 4.0000 ha
274 Lincoln Rolleston Road Lot 2 DP 67190 2 Degrees Real Estate Ltd 4.0000 ha
232 Lincoln-Rolleston Road Lot 3 DP 67190 Gould Development 3.2820 ha
5 Nobeline Drive Lot 7 DP 483709 Gould Development 4.0805 ha
TOTAL 45.79 HA

Note: Both 232 Lincoln-Rolleston Road and 5 Nobeline Drive properties are not covered by this application. They are part of the subdivision application that is currently lodged with SDC, but they are part of the overall development project. They are to be acquired by Gould Developments on 13 May 2024.

File upload:

Attachment 1 (figures, staging & construction tables).pdf was uploaded

Upload file here:

No file uploaded

Do you have a current copy of the relevant Record(s) of Title?

Yes

upload file:

Goulds Devts Fast Track application - registered titles.pdf was uploaded

Who are the registered legal land owner(s)?

Please write your answer here:

See Attachment 1:

Registered owners are Gould Developments Ltd, MC Purdon and N. Rasmussen and SR and NM Chapman and 2 Degrees Real Estate Ltd. Gould Developments Ltd takes ownership of the Purdon and Rasmussen land (131 and 139 Levi Road) on 13/5/24.

Both 232 Lincoln-Rolleston Road and 5 Nobeline Drive properties (owned by Gould Developments Ltd) are not covered by this application. They are part of the subdivision application that is currently lodged with SDC, but they are part of the overall development project. They are to be acquired by Gould Developments on 13 May 2024.

Detail the nature of the applicant's legal interest (if any) in the land on which the project will occur

Please write your answer here:

The applicants between them own all of the application except 131 and 139 Levi Road - applicant Gould Developments Ltd take ownership of this land on 13/5/24.

Section 2: Project details

What is the project name?

Please write your answer here:

North East Rolleston Residential Development

What is the project summary?

Please write your answer here:

The project is a staged regionally significant residential subdivision on 45.79 hectares (ha) of flat land, delivering at least 630 residential units with varying housing typologies, with an emphasis on providing housing at the affordable end of the housing market. Planning and development for approximately 13 ha of the Site ('contour land') is being impeded by restrictions created by outdated airport noise contours from Christchurch International Airport.

The contours have been remodelled and this remodelling shows that under the revised contours, the Site would no longer be affected by the same level of aircraft noise. Under current Resource Management processes, the restrictions on residential development (and other 'noise sensitive' activities such as schools) will continue to apply until the current contours are removed from the Regional and District Planning Map. The process to remove the contours, is likely to take several years, potentially 5-8 years.

The rezoning of the remaining 32 ha (approximately) from rural to urban residential has already been approved by the Council but the design and layout

of this land cannot be effectively and efficiently implemented with confidence until the future of the 'contour land' is known. This application therefore seeks subdivision consent to enable the entire Site to be planned and developed now as a single planning unit

What are the project details?

Please write your answer here:

Project Details:

The project developer, Gould Developments Ltd, is a highly experienced and proven land development company specialising in the Rolleston residential market. This is a significant integrated residential project providing a broad range of housing typologies in a highly desirable and accessible location which the Company is able to deliver expeditiously once the necessary approvals have been obtained.

The Applicants' goal is to create an integrated development that caters for a broad spectrum of the residential market, but with a focus on affordable housing for first time home buyers. The Site is within the walkable catchments of the Rolleston Town centre, a neighbouring supermarket, and planned district park, and has convenient vehicular access to the Southern Motorway. s 9(2)(b)(ii)

The need for the Fast-track application is to enable the inclusion in the project of approximately 13 ha of land that is prevented from being developed because of an outdated Christchurch International Airport noise contour (50 dBA Ldn) affecting part of the project area. The affected area is shown as the contour land on Figure 2 (in Attachment 1 - attached to s1 Project Location)

Stages 1 and 2 of the North East Rolleston Residential Development are not part of the application. They will be the subject of an application for subdivision consent to be lodged in late May 2024. These stages will create around 150 lots and have been excluded from the area subject to this Fast-track application (Figure 2) (in Attachment 1) .

Project Purpose:

The primary purpose of the Fast track application is to facilitate subdivision of the entire Site so that the contour land can fully integrated with the remainder of the residential development planned for the Site. This will assist in achieving a staged development and avoid creating irregular shaped lots around the boundary with the noise contour.

The 50 dBA Ldn contour is out of date because the airport noise contours have been remodelled and the most relevant replacement contours no longer covers the Site. However, it could be several years before these updated contours are inserted into relevant statutory documents, and therefore unnecessarily preventing residential development.

Project activities include land subdivision, residential development, including earthworks, laying underground services and forming sections, and the construction and marketing of residential housing.

Project Objective:

The objective of the Project is to enable an immediate start to the development by confirming the entire outline development plan area can be developed now which will provide the certainty needed to proceed with the overall development. The subdivision layout for the entire development area will generally follow the ODP layout shown below in Figure 2 and will be in accordance with the District Plan Medium Residential Zone standards.

Describe the staging of the project, including the nature and timing of the staging

Please write your answer here:

Staging and the construction timelines are interrelated. The Applicant has an agreement with the current owners of 139 Levi Road, Rolleston that no physical works can occur till the 19th of April 2026. This being the case creates a pause between Stages 1 and 2 which will be consented and constructed conventionally via Selwyn District Council Environment Canterbury Regional Council and the proposed fast track starts at Stages 3. At this point in time the Applicant intends rolling regime of around 70 Lots per stage whereby one stage is physically completed, and the next one begins.

The development will include 9 stages, sequenced under the Fast Track Approval as shown on the staging table included in Attachment 1 (see Section 1 Project Location for attachment).

The Fast Track Approval provides the following advantages;

- A 3rd party is currently planning and intending to start wastewater works south of the site on Lincoln Rolleston Road. The intention is to have this operational end of 2024/start of 2025. This is advantageous for the site due to the land's natural grade to extend and connect to. The fast-track option would allow for the probable sewer main required for the site to be laid under the noise contour, to be utilized much sooner than otherwise would be possible.

s 9(2)(b)(ii)

s 9(2)(b)(ii)

The Staging Plans are shown in Attachment 1 for the two options: status quo and if Fast-track option enabled.

Work has already begun on an application for subdivision consent for Stages 1 and 2 which is currently proposed for lodging near the end of May 2024.

What are the details of the regime under which approval is being sought?

Please write your answer here:

Resource consent is sought under the Resource Management Act 1991 (RMA). Specific consents include subdivision consent, land use consent for Residential Medium Density and any related consents, if any, for contaminated land, earthworks, stormwater construction and operational discharge.

Consents Required:

Subdivision & Associated Land Use Consents

Associated Land Use = Typically Earthworks + Transport Matters

NES

If there is any contamination above residential levels this will need to be remediated (a Preliminary Site Investigation Report for the rezoning application indicated that this was unlikely).

Regional Consents

Construction Phase Stormwater discharge

Operational Stormwater Discharge

Water rights purchase and transfer to SDC for potable supply for all areas other than the southern portion

To date no consents have been submitted to either SDC or ECan noting that a preapplication has been held with SDC for the southern area and subsequent email dialog.

If you seeking approval under the Resource Management Act, who are the relevant local authorities?

Please write your answer here:

The relevant local authorities directly affected are the Selwyn District Council (SDC) and Environment Canterbury (ECAN).

What applications have you already made for approvals on the same or a similar project?

Please write your answer here:

It is noted that Schedule 4 clause 31(3) of the Bill details that a person who has lodged an application for a resource consent or a notice of requirement under the Resource Management Act 1991, in relation to a listed project or a referred project, must withdraw that application or notice of requirement before lodging a consent application or notice of requirement with an expert consenting panel under this Bill for the same, or substantially the same, activity.

As stated above a subdivision consent for the first stages of the subdivision (150 lots at the southern end of the Site) is anticipated to be lodged with Selwyn District Council at the end of May 2024. For simplicity these stages of the Project have been excluded from this Application however it is likely that these first stages will be reviewed if consent for the contour land and remaining land is approved in order to maximise integration opportunities.

Is approval required for the project by someone other than the applicant?

No

Please explain your answer here:

No approval is required for the project (other than Selwyn District Council) by someone other than the applicant as there were no opposing submissions raising any issues other than those concerning the non-compliance with provisions relation to the noise contours. However there are other potentially interested parties as detailed below.

If the approval(s) are granted, when do you anticipate construction activities will begin, and be completed?

Please write your answer here:

A construction timeline is included in Attachment 1 (attached to Section 1 Project Location). Construction will occur in 9 stages. Stages 1 and 2 will follow the standard RMA consenting pathway, and are not part of this application. Stage 3 construction will commence 1/5/26 and Stage 9 will be completed 1/4/31.

Section 3: Consultation

Who are the persons affected by the project?

Please write your answer here:

The following are considered to be affected by the Application or have an interest:

- Selwyn District Council
- Environment Canterbury
- s 9(2)(b)(ii) [REDACTED]
- Christchurch International Airport (CIAL) in relation to land within the operative 50 dBA Ldn contour.

- Adjoining landowners (SDC own the adjoining land to the east shown on Figure 2 in Attachment 1 to s1 Project Location, which is a proposed District Park in the Rolleston Structure Plan 2009(RSP)). A figure illustrating RSP is included in Attachment 1.

The only other adjoining landowner with a common boundary with the Site is JM and TL Whittaker Ltd at 15 and 25 Nobeline Drive (adjoining at southeast end). The development will be in accordance with the operative District Plan ODP, including an east-west roading link to the Whittaker land (see Figure 2 included in Attachment 1 - attached to s1 Project Location).

Detail all consultation undertaken with the persons referred to above. Include a statement explaining how engagement has informed the project.

Please write your answer here:

General

The privately requested plan change (PC 71), Proposed District Plan, and Variation 1 to the Proposed District Plan all followed Schedule 1 processes under the RMA and therefore open to submissions from the general public as well as statutory partners.

Selwyn District Council

The ODP included in the PDP and Variation 1 involved extensive consultation with SDC, and takes into account requested SDC amendments. Preapplication consultation has been ongoing with SDC regarding the proposed Stage 1 subdivision scheme plan.

Environment Canterbury (ECAN):

ECAN were a party to the PDP and Variation 1 hearings process and support the SDC decision on same. There has been no consultation with ECAN to date regarding ECAN discharge consents which will be required for the project.

s 9(2)(b)(ii)

s 9(2)(b)(ii)

Christchurch International Airport Limited (CIAL):

CIAL were further submitters on the applicant's submissions on Variation 1, the Proposed Selwyn District Plan and previous to Plan Change 71 to the Operative District Plan. In all cases they opposed residential rezoning of that part of the Site under the current operative 50 dBA noise contour; or the revised Outer Envelope (OE) 50 dBA noise contour as specified in an Expert Independent Panel Review Report (Christchurch Airport Remodelled Contour Independent Expert Panel Report June 2023).

Whittakers:

The Whittakers were members of the landowners group represented by Gould Developments Ltd and Four Star Development Ltd who submitted on Variation 1, the Proposed Selwyn District Plan and previous to this Plan Change 71 to the Operative District Plan seeking residential rezoning of the Site. They are not part of the current Fast Track application because they plan to develop their land separately.

Summary of Outstanding Issues: Which contour should apply?

In summary, the only issue holding up completion of the project is the outdated noise contour over part of the Site. The revised contours include Outer Envelope (OE) and Annual Average (AA) 50 dBA, 55 dBA and 65 dBA contours. The revised OE 50 dBA contour affects the Site but the revised AA 50dBA does not. (Figures 4 and 5 in Attachment 1 to s1 Project Location).

The revised contours incorporate revisions reflecting revised inputs and assumptions as recommended by the Expert Panel such that the contours are considered suitable for informing future land use planning controls and represent long-range contours which can be used to set noise limits for the management of aircraft noise. They are highly conservative, being based on the Airport operating at ultimate capacity, forecast as 60 years' time (2084) i.e. 200 000 annual aircraft movements, compared to a little under 80 000 projected for 2026 (Figure 6-02 2023 Christchurch International Airport Updated Noise Contours - <https://www.christchurchairport.co.nz/globalassets/about-us/sustainability/noise/noise-contours/2023-updated-christchurch-international-airport-noise-contours.pdf>).

The Expert Report does not recommend which contours should be used for the purposes of managing the effects of aircraft, other than that the 65 dBA contour (either OE or AA) can be used for setting a noise limit.

However, in separate advice to ECAN in July 2022, Panel member Darren Humpheson (Tonkin and Taylor) advised that "The Outer Envelope Contour (a composite of four scenarios which represent the highest recorded runway usage on each runway end over a three-month period) is a theoretical contour that would never be achieved (Our emphasis) ... As land-based control contours use community response (noise annoyance) thresholds, the contours themselves should also be derived from situations that would normally be experienced by a community and not a hypothetical situation.... According to the International Organization for Standardization's ISO 15666-2021, Acoustics — Assessment of noise annoyance by means of social and socio-acoustic surveys, community noise exposure studies will determine community response to noise by establishing their annoyance response over the past 12 months. It is unusual for a social study to enquire about a respondents worst experience.... He concluded:

For consistency with NZS 6805 and standard practice, annual average contours (based on annual average movements) with or without a peaking factor

applied to represent a busy three months are appropriate.”

Notified Variation 1 to the Proposed Waimakariri District Plan Review and Plan Change 14 to the Christchurch District Plan (which incorporate the Resource Management Enabling Housing Supply and Other Matters Amendment Act 2021 Medium Density Residential Standards to relevant residential zones) adopted the AA (50 Ldn) for the purposes of setting an Airport Noise Qualifying Matter (AN-QM).

The position of CIAL is that the revised ‘OE’ contour should be used for the purposes of avoiding new residential activity (including intensification within existing residential zones) until the appropriateness of contours can be ‘tested’ through the Canterbury Regional Policy Statement Review process.

The CRPS Review is scheduled to be notified in December 2024. It will be a full review, including all 19 chapters. This will potentially lead to at least a 5 year delay in delivery of land for housing which is currently affected by the 50 dBA OEC (utilising normal RMA Schedule 1 processes), including appeals, and requiring subsequent District Plan changes once the RPS is operative).

In summary, the Applicant considers there are no sound resource management reasons that justify retaining the operative 50L dBA Ldn noise contour over the Site. There is sufficient evidence to conclude that the contour affecting the Site will be replaced and the benefits of adopting the revised noise contours outweigh any risks to the efficient operation of Christchurch International Airport. It is also noted that all other airports in New Zealand adopt a noise contour of 55 dBA and that Christchurch Airport is the only airport in the world with a 50 dBA contour.

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Describe any processes already undertaken under the Public Works Act 1981 in relation to the land or any part of the land on which the project will occur:

Please write your answer here:

None required

Section 4: Iwi authorities and Treaty settlements

What treaty settlements apply to the geographical location of the project?

Please write your answer here:

None

Are there any Ngā Rohe Moana o Ngā Hapū o Ngāti Porou Act 2019 principles or provisions that are relevant to the project?

No

If yes, what are they?:

Are there any identified parcels of Māori land within the project area, marae, and identified wāhi tapu?

No

If yes, what are they?:

Is the project proposed on any land returned under a Treaty settlement or any identified Māori land described in the ineligibility criteria?

No

Has the applicant has secured the relevant landowners’ consent?

Yes

Is the project proposed in any customary marine title area, protected customary rights area, or aquaculture settlement area declared under s 12 of the Māori Commercial Aquaculture Claims Settlement Act 2004 or identified within an individual iwi settlement?

No

If yes, what are they?:

Has there been an assessment of any effects of the activity on the exercise of a protected customary right?

No

If yes, please explain:

Upload your assessment if necessary:

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Section 5: Adverse effects

What are the anticipated and known adverse effects of the project on the environment?

Please describe:

Environmental effects have been fully considered as part of the approved rezoning application. No adverse effects are anticipated, other than a change to the current Site rural character, but this is fully anticipated by the Medium Residential (MR) zoning. Construction effects will be managed in accordance with the NZ Construction Standards. A Detailed Site Investigation has identified some contaminated land in the Stage 1 development area (lead and arsenic) which will require remediation/removal in accordance with the NES for contaminated land. A Preliminary Site Investigation for the entire Site was undertaken for the rezoning application and concluded that there is no evidence of Hazardous Activities and Industries List (HAIL) activities or industries having occurred on the subject site, now or in the past and that the Site is considered suitable for residential use.

There is capacity within the Council's planned services to service the Site, except that the northern and middle portions will require purchase and transfer of water rights from other projects with surplus capacity. A water right transfer is under contract for all of the required land except the two 4 ha blocks owned by the Chapmans and 2 Degrees Ltd (Lincoln Rolleston Road blocks). No issues are anticipated with confirmation of the existing contract as it is only subject to SDC and ECAN approval of the transfer – they are fully aware of and have provided guidance on the process so far. Water rights will be purchased for the remaining two 4 ha blocks.

Effects of rezoning the airport noise contour land were considered as part of the private plan change rezoning application (PC71) submitted 20 November 2020, prior to notification of the Proposed Selwyn District Plan (in September 2021). PC71 concluded that, but for the airport noise issue, the contour land was also suitable for urban residential development. This is recognised by the approved PC71 ODP (in the Operative SDP) which identifies the contour land as 'Potential Future Residential' to indicate development potential should the CIAL noise contour be removed from the planning maps, and to illustrate potential connectivity.

This remaining rural land, if left as rural, would be entirely surrounded by urban uses, including the planned district park identified in the Rolleston Structure Plan that will abut onto the rural land to the east. It would effectively become a small island of rural land surrounded by urban development on all sides and compromised by potential reverse sensitivity effects with adjoining urban uses.

In these circumstances, it seems highly improbable for any use of the land for rural purposes to be functional, productive and competitive in terms of economic viability. It is unlikely that the land would be used for other than very low intensity primary production at any stage in the future. Two blocks would be 'undersize' sub 4 ha blocks (2.4 ha and 2.8 ha, one without an existing dwelling), and the balance (10.2 ha) could be subdivided into 2 x 4ha rural lifestyle blocks, with a new dwelling required on each. 4 ha blocks are too small for any meaningful productive use, as is the conclusion of the Proposed Selwyn District Plan Baseline Assessment Report on: Rural Density and Minimum Lot Size – Farm Advisory Review of Options November 2017, which assessed the economic viability of 4ha allotments:

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Section 6: National policy statements and national environmental standards

What is the general assessment of the project in relation to any relevant national policy statement (including the New Zealand Coastal Policy Statement) and national environmental standard?

Please write your answer here:

NPS – Urban Development (NPS-UD)

The objectives of the NPS – UD include a clear focus on

- (a) well-functioning urban environments
- (b) housing affordability by supporting competitive land and development markets.
- (c) Local decisions are responsive, particularly in relation to proposals that would supply significant development capacity.

With regard to a) the Site clearly meets all the criteria for a well-functioning urban environment as set out in Policy 1.

Policy 1: Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum:

- (a) have or enable a variety of homes that:
 - (i) meet the needs, in terms of type, price, and location, of different households; and
 - (ii) enable Māori to express their cultural traditions and norms; and
- (b) N/A business sectors; and
- (c) have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and
- (d) support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and
- (e) support reductions in greenhouse gas emissions; and
- (f) are resilient to the likely current and future effects of climate change.

The site location provides good accessibility to workplaces, community facilities and open spaces in the in-development reserve and the adjoining Council Reserve. The proposal will enable an active developer to operate in the Rolleston market which will provide choice and competition to the local land and housing market.

With regard to b), as noted above, the proposal will enable an active developer to operate in the Rolleston market which will provide choice and competition to the local land and housing market.

With regard to c), the proposal will contribute a minimum of 630 sections Rolleston and an appx 3.5 ha for a new school. This adds significant development capacity to the Rolleston market. Releasing the contour land will deliver approximately 195 of the proposed 630 sections.

In the face of such compelling evidence, it is not responsive to delay decisions on the rezoning of contour land for at least another 5 years whilst the appropriate planning response to the airport noise contours is debated through what is likely to be protracted RMA Schedule 1 planning processes, including a high likelihood of appeals.

NPS – Highly Productive Land (NPS-HPL)

Since the PC71 decision, the National Policy Statement – Highly Productive Land (NPS-HPL) was gazetted (October 2022). The Site comprises Land Use Capability 2 land so is HPL under the NPS-HPL interim definition. The operative contour land is currently zoned General Rural (Inner Plains density) so the NPS-HPL is 'in play' for this land. The area subject to the airport noise restriction is appx 13 ha of which 1-2ha is identified as a reserve and roading connections. This means the potential nett loss is between 11- 12 hectares. It includes portions of two existing 4 ha blocks with dwellings, and part of an existing 30.4 ha block currently used for horse training purposes.

Cl. 3.6 of the NPS-HPL would apply to the contour land if the application was seeking a rezoning. However because the Application is for rural subdivision and development the relevant provisions are contained Clauses 8, 9 and 10 of the NPS-HPL.

These Clauses need to be assessed in the context of the current planning framework. Rapid growth of Rolleston in recent years has quickly used up planned development land in accordance with the Rolleston Structure Plan 2009 (RSP - see copy included in Attachment 1 to s1 Project Location). All land identified for residential development in RSP and all of the Site except for the contour land has now been rezoned MRZ in the Partially Operative Selwyn District Plan.

Clause 3.10 (Exemption for highly productive land subject to permanent or long-term constraints) is the most relevant provision and it is clear that the land remaining in the General Rural Zone (contour land) satisfies 3.10.1.

NPS-HPL Section 3.4(1) requires regional councils to map as highly productive land any land in its region that forms a large and geographically cohesive area (to be included in the RPS Review, currently scheduled to be notified December 2024). It is unlikely that this land meets that threshold. Under Section 3.4 (5) (d) of the NPS-HPL small, discrete areas of LUC 1, 2, or 3 land need not be included if they are separated from any large and geographically cohesive area of LUC 1, 2, or 3 land. The contour land is in this category.

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Section 7: Eligibility

Will access to the fast-track process enable the project to be processed in a more timely and cost-efficient way than under normal processes?

Yes

Please explain your answer here:

Yes achieving the cohesive, efficient and timely master planned development of the Site will be substantially compromised unless development of the key central portion of the Site is expeditiously enabled. Unless consents are fast tracked this critical portion of land will remain zoned Rural (Inner Plains density) and unable to be developed for residential purposes until the outcome of RPS Review and subsequent District Plan change processes are resolved. This not only incurs an opportunity cost to the Applicant, it also creates uncertainty for adjoining landowners who would benefit from knowing the final design and layout of the Subject land.

What is the impact referring this project will have on the efficient operation of the fast-track process?

Please write your answer here:

The issue is relatively straight forward and confined to a single question: what is the risk to the future operation of Christchurch International Airport of relying on the remodelled noise contours, as opposed to continuing to apply outdated contours until all the statutory documents have been amended? There is only one stakeholder with a direct interest (CIAL) and there are no matters concerning Mana Whenua as a Treaty partner. It is therefore suggested that any risk to the integrity and efficient operation of the process is relatively minor.

Planning for Stages 1 and 2 of the development is well underway and the applicant company/landowner and its experts are working closely with the Council regarding this. It is anticipated that the Council will be supportive of the development proposal in its entirety, subject to the Fast Track Panel finding in favour of development of the airport noise contour land.

Has the project been identified as a priority project in a:

Local government plan or strategy

Please explain your answer here:

The southern portion of the Site is a Future Development Area (FDA) in the operative Canterbury Regional Policy Statement (CRPS). Both the northern and southern portions are zoned Medium Residential so there are no constraints to residential subdivision proceeding.

The recently adopted Greater Christchurch Spatial Plan 2050 (GCSP)

(<https://greaterchristchurch.org.nz/assets/Documents/greaterchristchurch-/Greater-Christchurch-Spatial-Plan-2024-Web.pdf>) does not identify any additional residential FDAs over and above those included in the operative RPS by way of mapping, but notes that broad locations should at a minimum (page 66)

1. Be well connected with employment, services and leisure through public and active transport networks
2. Be integrated with existing urban areas
3. Meet a need identified by the latest Housing and Business Development Capacity Assessment
4. Be at the right scale, density and location to minimise impact on highly productive land. and existing permitted or consented primary production activities.

The Site, including the contour land, easily meets all of these criteria.

With respect to airport noise matters, it requires that urban development around strategic infrastructure including CIAL should be “carefully managed” (not avoided which was the wording in the notified draft GCSP and the current wording in the CRPS Policy 6.3.4). Careful management will include ensuring that all future residents will be guaranteed a satisfactory internal noise environment so any potential annoyance associated with future aircraft noise should Christchurch Airport ever reach full capacity will be avoided or minimised

Will the project deliver regionally or nationally significant infrastructure?

Not Answered

Please explain your answer here:

No

Will the project:

increase the supply of housing, address housing needs, contribute to a well-functioning urban environment

Please explain your answer here:

Yes - all of the above.

The proposal will deliver a minimum of 630 lots, with the operative airport noise contour land contributing appx 195 sections to this. Rolleston is a very rapidly growing part of, and one of the key growth nodes in the Greater Christchurch urban area. The development will be particularly attractive to first home buyers due to the very competitive housing prices compared to other parts of Greater Christchurch.

The proposal will contribute to a well-functioning urban environment and be integrated with existing and planned adjoining residential developments.

Will the project deliver significant economic benefits?

Yes

Please explain your answer here:

Based on economic evidence presented to private plan and subsequent Proposed Selwyn District Plan hearings, urban subdivision contributes both direct and indirect benefits to the regional economy. This proposed subdivision will generate meaningful economic benefits, including:

- Providing a substantial, direct boost in land/dwelling supply to meet current and projected future shortfalls;
- Bolstering land market competition, which helps deliver new sections to the market quicker, and at better average prices;
- Contributing to achieving critical mass to support greater local retail/service provision, including the community's vision for a renewed Rolleston Town Centre and improved public transport facilities/services; and
- The one-off economic stimulus associated with developing the land and constructing the dwellings that will be enabled there.

Preparing the land for development, installing the necessary infrastructure, and constructing the 630 new homes enabled by the proposal will generate significant one-off direct economic impacts. These impacts will generate consequential benefits through the multiplier effect that generate wider economic impacts across numerous sectors of the economy. These impacts include:

- Direct effects – which capture onsite activities directly enabled by the proposal;
- Indirect effects – which arise when businesses working directly on the project source goods and services from their suppliers, who in turn may need to source goods/services from their own suppliers, and so on; and
- Induced effects – which occur when a share of the additional wages and salaries generated by the project (directly or indirectly) are spent in the local/regional economy and therefore give rise to additional rounds of economic impacts.

For example, based on evidence provided on other greenfield developments in Rolleston several hundred million dollars in salaries and wages are likely to be generated from activities such as:

- Future planning/design/consenting work;
- Land development (including infrastructure provision).
- Dwelling construction.

Will the project support primary industries, including aquaculture?

No

Please explain your answer here:

Will the project support development of natural resources, including minerals and petroleum?

No

Please explain your answer here:

Will the project support climate change mitigation, including the reduction or removal of greenhouse gas emissions?

Yes

Please explain your answer here:

It is well accepted internationally that policies that promote compact / consolidated urban forms will assist, and complement other direct measures, in reducing transport-related carbon emissions. Both the NPS-UD 2020 and the CRPS reflect this acceptance in their respective objectives and policies. The proposal will contribute to a well-functioning urban environment and urban consolidation. It is a superior greenfield site for development in terms of reducing greenhouse gas emissions than other less accessible and more remote locations. Rolleston is a key centre identified for future urban growth in relevant planning documents. It is the District Centre for the entire Selwyn District, a Key Activity in the operative CRPS and a Major Town in the GC Spatial Plan.

Will the project support adaptation, resilience, and recovery from natural hazards?

Yes

Please explain your answer here:

The Site is not an 'at risk' location. It is inland and not a risk from sea level rise and associated increased risk from flooding. It is not an area subject to earthquake related liquefaction risks.

Will the project address significant environmental issues?

No

Please explain your answer here:

The Site is currently used for a mix of rural lifestyle living (2 x 4 ha blocks) and horse training. It is pastoral land and does not provide habitat for indigenous fauna nor contain any significant indigenous vegetation. Existing natural values are low and insignificant.

Is the project consistent with local or regional planning documents, including spatial strategies?

Yes

Please explain your answer here:

Development of the Site is consistent with and gives effect to all urban growth-related strategies in key planning documents. However, the following provisions in the CRPS appear to be the impediment to rezoning the 'contour land'.

Objective 6.2.1 Recovery of Greater Christchurch

Recovery, rebuilding and development are enabled within Greater Christchurch through a land use and infrastructure framework that:

10. achieves development that does not adversely affect the efficient operation, use, development, appropriate upgrade, and future planning of strategic infrastructure and freight hubs□

6.3.5 Integration of land use and infrastructure

Recovery of Greater Christchurch is to be assisted by the integration of land use development with infrastructure by:

4. Only providing for new development that does not affect the efficient operation, use, development, appropriate upgrading and safety of existing strategic infrastructure, including by avoiding noise sensitive activities within the 50dBA Ldn airport noise contour for Christchurch International Airport, unless the activity is within an existing residentially zoned urban area, residential greenfield area identified for Kaiapoi, or residential greenfield priority area identified in Map A (page 6-28) and enabling commercial film or video production activities within the noise contours as a compatible use of this land

Christchurch International Airport Limited claim that, based on the existing Airport noise contours the proposed development will have adverse effects on Christchurch International Airport.

The airport contour land is consequently zoned General Rural (Inner Plains density) and this precludes subdivision and dwellings on sites smaller than 4 ha. However, as is evident from the Rolleston Structure Plan diagram (see Q 26) the sole reason why the airport contour land has not been identified for future growth is because of its location under the operative (2008) airport noise 50 dBA airport noise contour.

This contour is now out of date and the compelling evidence is that the revised 50 dBA AA airport noise contour – which does not affect the Site at all – should be used as the ‘trigger’ threshold for managing airport noise effects. Therefore, developing the contour land for housing is highly unlikely to have actual or potential effects in the efficient operation of Christchurch International Airport.

Anything else?

Please write your answer here:

Does the project includes an activity which would make it ineligible?

No

If yes, please explain:

Section 8: Climate change and natural hazards

Will the project be affected by climate change and natural hazards?

Yes

If yes, please explain:

The Site is located with in the Plains Flood Management Overlay (as is most of Rolleston) but is not a high flood hazard area. Residential units must be sited an appropriate floor level above the 200 year ARI (annual return interval) design flood level. This does not impose a constraint on residential development.

Section 9: Track record

Please add a summary of all compliance and/or enforcement actions taken against the applicant by any entity with enforcement powers under the Acts referred to in the Bill, and the outcome of those actions.

Please write your answer here:

There have been no compliance or enforcement actions taken against the applicants.

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Declaration

Do you acknowledge your submission will be published on environment.govt.nz if required

Yes

By typing your name in the field below you are electronically signing this application form and certifying the information given in this application is true and correct.

Please write your name here:

Philip Kennard. Brendan Shefford, SR and NM Chapman (applicants) & Fiona Aston (applicant's planning consultant)

Important notes