

Submitted to Fast-track approval applications  
Submitted on 2024-05-02 19:03:09

Submitter details

Is this application for section 2a or 2b?

2A

1 Submitter name

Individual or organisation name:  
Carter Group Limited

2 Contact person

Contact person name:  
Tim Carter

3 What is your job title

Job title:  
Project 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:  
  
PO Box 2726, Christchurch, 8140

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

No

Organisation:

Contact person:

Phone number:

Email address:

Job title:

Please enter your service address:

Section 1: Project location

Site address or location

Add the address or describe the location:

The Site is situated on the western side of Dunns Crossing Road, Rolleston, Canterbury between State Highway 1 to the north and Selwyn Road to the south.

Rolleston is located in the Selwyn District, one of New Zealand’s fastest growing districts (with its population growth rate nearly 3.5 times the national average over the last 25 years).

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

Yes

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Who are the registered legal land owner(s)?

Please write your answer here:

White Hold Limited, Brookside Road Residential Limited, Paul Andrew McIlraith and Karen Diane McIlraith, Rolleston West Residential Limited, and Alison Jeanette Smith and Derek Paul David Tyson (as executors).

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 applicant owns or has all of the relevant titles under contract to purchase.

## Section 2: Project details

What is the project name?

Please write your answer here:

Rolleston West Residential Development

What is the project summary?

Please write your answer here:

To provide for a regionally and nationally significant master-planned residential development of approximately 300 hectares, delivering 4,200 residential units and facilitate the upgrade of the State Highway 1 / Dunns Crossing Road intersection which forms part of the wider Rolleston corridor improvements. The project will provide a range of housing densities, four commercial centres providing for the convenience needs of residents, and all of the necessary associated infrastructure.

What are the project details?

Please write your answer here:

The project's purpose is to deliver as quickly as possible a regionally and nationally significant housing development comprising of 4,200 new residential sites and four commercial centres.

The objectives of the project are: 1. To deliver significant housing capacity at a scale and speed that has never occurred before in Canterbury to address the pressing need for additional housing capacity in Rolleston (being on of New Zealand's fastest growing townships) and the wider Selwyn District (being New Zealand's second fastest growing district over the last 25 years); and 2. To facilitate the planned upgrade of the Dunns Crossing Road and State Highway 1 intersection, which in turn will facilitate other planned improvements along the State Highway 1 corridor and other growth and development projects in Rolleston that rely on these improvements.

The project activities primarily involve subdivision and land development to create the specified residential sites and commercial centres, alongside provisions for open space, roading, and three waters infrastructure. Notably, the subdivision also provides for the allocation of 2.5 hectares of land required for the planned Dunns Crossing Road and State Highway 1 intersection upgrade by the NZ Transport Agency Waka Kotahi. The project will assist in streamlining the process for disposal to and acquisition by the NZ Transport Agency Waka Kotahi without the need for additional process such as a Notice of Requirement or compulsory acquisition of land via the Public Works Act 1981.

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

Please write your answer here:

The project is ready to proceed immediately after receiving the relevant approvals. Stage 1 will consist of 250 lots, with all following stages delivering in the order of at least 300 lots, with at least one stage per year. It is possible that stages may be developed concurrently in the same year as required to satisfy market demand.

The applicant owns or has all of the relevant titles under contract to purchase and has funds reserved and set aside for the development of this project and requires no external or bank funding. The applicant is ready to commence development immediately after obtaining the required approvals.

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

Please write your answer here:

Resource consents under the Resource Management Act 1991.

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

Please write your answer here:

Selwyn District Council, Canterbury Regional Council (Environment Canterbury).

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

Please write your answer here:

The applicant has sought to enable all or part of the project through the following processes since 2020:

1. Private plan changes to amend the zoning in the District Plan: the Applicant has sought to amend the zoning of each site to enable the project through three separate private plan changes. Each of these was declined by the Selwyn District Council (decisions dated 2 March 2022 and 8 February 2023) for different reasons, including that: the housing provided for this project was not required to meeting housing demand in the short term, the form of urban growth provided by the project was not (at that time) anticipated in other planning documents and the decision maker believed that the appropriate process to consider rezoning the land was the Proposed District Plan review process. All three of these decisions are on appeal before the Environment Court. It is noted there are no parties in opposition to this appeal.

2. Application for referral onto the fast-track consenting process under the COVID-19 (Fast-track Consenting) Act 2020: the former Minister for the Environment declined (decision dated 20 October 2021) to refer the project to the fast track on the basis that it did not (at that point in time) align with the form of urban growth anticipated in other planning documents and would be more appropriate through standard processes under the Resource Management Act 1991.

3. Zone changes through the Proposed District Plan review process: the Applicant sought to amend the zoning of the site to enable the project through the review of the District Plan process. The Selwyn District Council declined (decision dated 19 August 2023) to rezone the land on the basis that the housing the project would provide would not be required until the long term (10+ years), and it was more appropriate for the location of long-term capacity to be determined following the release of the Greater Christchurch Spatial Plan and a review of the Canterbury Regional Policy Statement. This is despite the decision finding that the project would add significantly to Rolleston's development capacity. This decision is on appeal to the Environment Court. It is noted there are no parties in opposition to this appeal, with the only interested party (other than Council as the decision maker) being in support of the project.

It should be noted that the processes 1 to 3 above were decided by commissioners, and not elected Councillors. The Council is obliged to defend those decisions in the Environment Court but the views of elected Councillors on the project are not known.

It is noted the Greater Christchurch Spatial Plan has now been adopted (March 2024) and this now includes part of the site as an existing 'urban area' with the balance of the site being shown within the indicative green belt intended to frame the urban extent of Rolleston. The Canterbury Regional Policy Statement is yet to be reviewed and updated to reflect this recently adopted Spatial Plan. Review of the Canterbury Regional Policy Statement is not due to commence until December 2024, will likely take in the order of 3-5 years to conclude (allowing for appeals) and thereafter will require plan change processes to rezone land in the District Plan (approximately 2-3 years) and subdivision consent processes (approximately 2 years to title) to provide for its development.

The applicant to date has spent in the s 9(2)(b)(ii) in trying to obtain approval for this project through the above processes.

The applicant is confident that it will eventually obtain approval for the project (whether through resource consent or zoning change) but the timing and cost of this is extremely uncertain. Waiting on the review of the Canterbury Regional Policy Statement to incorporate the Greater Christchurch Spatial Plan in order to better enable the project would delay on the ground development of the project by 7-10 years. The applicant faces many more years before the Environment Court at even more cost, despite there being no serious opposition to the project.

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

No

Please explain your answer here:

Through the previous application processes for this project, it has been confirmed that the site has sufficient three water capacity and that no other approvals would be required other than resource consents subject to this application. Standard approvals for infrastructure and servicing connections will be required (as is the case for any land use) from the Selwyn District Council once subdivision has been completed.

The applicant has funds reserved and set aside for the development of this project and requires no external or bank funding. The applicant is ready to commence development immediately after obtaining the required approvals.

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

Please write your answer here:

The applicant is ready to commence development immediately after obtaining the required approvals.

Detailed Design: Stage 1 detailed design will start immediately on approval(s) and is anticipated to take 2 months.

Procurement: Contractor tendering and engagement anticipated to take 1 month.

Funding: The applicant has funds reserved and set aside for the development of this project and requires no external or bank funding.

Site Works Commencement: Will commence three months following relevant approvals being obtained.

Stage 1 Subdivision works completion: 8 months from site works commencing, with titles to likely to be issued 4 months following completion of stage.

Subsequent Stages (2 – 15) would follow a similar timeline, noting that there would be at least one stage per year of at least 300 lots, and some stages may be developed concurrently in the same year as required to satisfy market demand.

### Section 3: Consultation

Who are the persons affected by the project?

Please write your answer here:

- Selwyn District Council
- Canterbury Regional Council (Environment Canterbury)

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:

Selwyn District Council – consultation and engagement has occurred with Selwyn District Council staff throughout the development of the project, primarily to ensure the development can be adequately serviced. Consultation and engagement through previous application processes for this project has resulted in the refinement of the project, including the layout and design of development and the avoidance or mitigation of effects. As set out above, as previous applications were decided by commissioners rather than elected Councillors the views of the Council are not known.

Canterbury Regional Council (Environment Canterbury) – the Regional Council actively participated in the private plan change and the Selwyn District Plan review processes, expressing a preference for decisions on the urbanisation of the land to be guided by the Greater Christchurch Spatial Plan and subsequent review of the Canterbury Regional Policy Statement. The Greater Christchurch Spatial Plan has since identified part of the land as an existing ‘urban area’ and all of the land within the indicative green belt intended to frame the urban extent of Rolleston. The Canterbury Regional Policy Statement will not be determined for another 3 to 5 years.

New Zealand Transport Agency – consultation with the NZ Transport Agency Waka Kotahi staff regarding the proposed development, its relationship to the State Highway 1 corridor, and the State Highway 1/Dunns Crossing Road intersection has occurred. Engagement with the NZ Transport Agency Waka Kotahi has informed the subdivision and roading design, and the provision for road network upgrades required to support the development. This includes the allocation of sufficient land (2.5 ha) in the site's northeast corner to accommodate the State Highway 1/ Dunns Crossing Road intersection upgrade. On this basis, they are not considered to be likely affected by the project.

Te Taumutu Rūnanga as the relevant iwi authority (and Mahaanui Kurataiao Limited (MKT) as the agency providing advice on behalf of Te Taumutu Rūnanga) – consultation was undertaken prior to the submission of private plan change requests for the land and Rūnanga participated in the Selwyn District Plan review process. Mahaanui made a number of recommendations on the private plan change: - To avoid infilling of the waterway and provide a minimum 10m setback between all waterways. - A landscape plan be prepared utilising indigenous planting that is locally sourced. - All riparian areas should be planted with appropriate species to reduce contaminants reaching water. - An on-site assessment of the fauna present in the waterways be carried out to determine species present; - To avoid effects on wāhi tapu and wāhi taonga an Accidental Discovery Protocol should be in place during all earthworks; - Appropriate sediment controls are in place to prevent runoff reaching waterways that are consistent with Environment Canterbury's Erosion and Sediment Controls. - Incorporate best practice stormwater management controls to mitigate the effects of development and allow for stormwater infiltration. - Incorporate the recommendations from the Ngāi Tahu Subdivision Development Guidelines, particularly with regards to stormwater controls and indigenous plantings. - Development not occur within the recognised odour constrained area. These recommendations have largely all been incorporated into the subdivision proposal, and have been carried through to this application. MKT otherwise filed submissions and further submissions on behalf of Te Taumutu Rūnanga on the recent Selwyn District Plan review, but did not through that process raise concerns or issues with the proposed urban residential rezoning and development of the land.

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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:

NZ Transport Agency Waka Kotahi has begun engaging with the current registered landowner in respect of the acquisition of land on the corner of State Highway 1 and Dunns Crossing Road with respect to the planned intersection upgrade as part of the wider planned State Highway 1 corridor improvements.

The applicant has a contract to purchase this particular piece of land. Any direct negotiations between the current landowner and the NZ Transport Agency Waka Kotahi for acquisition of this land under the Public Works Act 1981 will place the current landowner in breach of their contractual obligations to the applicant. Given the current circumstances, it is highly likely that any such compulsory acquisition would be objected to by either the current landowner or the applicant, which would see the land go through a protracted and costly court process before the NZ Transport Agency Waka Kotahi are able to acquire the required land.

The contract to purchase will be confirmed by the applicant as soon as the relevant approvals are received to enable the project, which this fast-track application hopes to obtain quickly. At this stage, the applicant undertakes to negotiate in good faith and in a timely manner to facilitate the acquisition of the land by the NZ Transport Agency Waka Kotahi without the need for any protracted compulsory acquisition process.

The approval of this project will ensure the acquisition of the required 2.5 hectares for the State Highway 1 and Dunns Crossing Road intersection upgrade is expedited, and not otherwise frustrated or delayed by the compulsory acquisition process. It is in the applicant's best interest to expedite this acquisition, given it has accounted for it in the project's design and is required for the occupation of Stage 1 of the project.

#### Section 4: Iwi authorities and Treaty settlements

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

Please write your answer here:

There are no statutory acknowledgement areas relevant to, or affected by this project.

The Ngāi Tahu Claims Settlement Act 1998 applies to the geographical region within which the project is located. The Act is aimed at redressing historical grievances of the Ngāi Tahu iwi against the Crown. In summary, its key principles and provisions include:

1. Apology: The Act includes an apology from the Crown to Ngāi Tahu for historical breaches of the Treaty of Waitangi and for other injustices suffered by Ngāi Tahu.
2. Redress: Ngāi Tahu received financial and non-financial redress as compensation for past grievances. This includes monetary settlements, the transfer of Crown-owned land, and the establishment of cultural, environmental, and economic initiatives to benefit Ngāi Tahu.
3. Cultural Redress: The Act recognizes Ngāi Tahu's cultural, spiritual, and historical connection to certain areas of land and natural resources. It provides for the return of specific culturally significant sites and the protection of customary rights.
4. Governance: The Act establishes mechanisms for the representation and participation of Ngāi Tahu in the management of natural resources, conservation areas, and other matters affecting the iwi's interests. This includes the creation of entities such as Te Rūnanga o Ngāi Tahu to oversee the iwi's affairs.
5. Co-Management: It promotes co-management arrangements between Ngāi Tahu and government agencies for the management of conservation lands, fisheries, and other natural resources within Ngāi Tahu's traditional territory.
6. Settlement Process: The Act outlines the process for negotiating and implementing the settlement, including mechanisms for dispute resolution and the establishment of a historical account of Ngāi Tahu's grievances.
7. Future Relations: The Act aims to establish a framework for ongoing cooperation and partnership between Ngāi Tahu and the Crown, recognizing the importance of building a positive relationship based on mutual respect and understanding.

As noted in section 3 (consultation), Mahaanui Kurataiao Limited, as the agency providing advice on behalf of Te Taumutu Rūnanga (the relevant iwi authority) was approached in relation to the proposed plan changes and provided an assessment of the project at the time. Mahaanui made a number of recommendations which have been incorporated in the project.

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:

N/A

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:

The applicant holds relevant expert reports confirming the following:

Infrastructure: The applicant has been in discussions with the Council who have advised infrastructure servicing for the site is readily available. The Council has confirmed servicing capacity for water and wastewater is readily available and further capacity is being provided for the district generally. Council have also confirmed that stormwater can be readily managed on the site. Power and communications infrastructure is already readily available in this locality.

Natural hazards and contaminated land: The land is not susceptible to any significant flood hazard risks (including coastal or climate induced flood hazards) and has good geotechnical characteristics such that any adverse effects associated with natural hazards and/or contaminated land can be adequately avoided or mitigated.

Transport: The project fits comfortably into the transport network. The project requires the proposed roundabout at the SH1/Dunns Crossing Road to be established. The upgrade is anticipated by both the NZ Transport Agency Waka Kotahi and the Council and identified in the relevant long term plans for both the District and the Region (Selwyn District Council Long Term Plan 2015/2025 and the Canterbury Regional Land Transport Plan 2015/2025). The project will facilitate and expedite this state highway upgrade. Some other minor roading upgrades required at later stages of the development that are consistent with the Council's own Long Term Plan. As such, any adverse effects associated with transport can be adequately avoided or mitigated and the project will maintain the safety and efficiency of the transport network by contributing to localised roading improvements.

Landscape and visual effects and amenity values: Effects on broader amenity values are similarly considered to be less than minor and consistent with the wider Rolleston Township and other townships in the District that adjoin rural areas. Any adverse effects associated with visual and landscape effects can be adequately avoided or mitigated and there are no significant landscape values on the site or nearby warranting particular management.

Urban design and urban form: The project is adjacent to and effectively integrated with the existing residential areas of Rolleston. It is considered to provide an appropriate standard of urban design and urban form and deliver a well-functioning urban environment as sought by the NPS-UD such that there are no adverse effects in respect of urban design and form.

Ecological effects: Any adverse ecological effects can be adequately avoided or mitigated, noting there are no features of significant ecological or natural value on the subject land.

Reverse sensitivity: The site is located to the east of the Rolleston Wastewater Treatment Plant and the Rolleston Resource Recovery Park (which have potential odour effects). The use of a buffer distance (as proposed in the project) along the western boundary of the site means that the site would not result in reverse sensitivity to odour effects. This has been confirmed by multiple odour experts. The most recent decision declining the project accepted that this issue "could be resolved through the imposition of buffer zones within which residential housing would be precluded".

Reverse sensitivity effects associated with road traffic noise along State Highway 1 will be appropriately avoided or mitigated through the use of a buffer, acoustic fencing, and bund along the northern boundary. There are no other incompatible or potentially incompatible activities in the vicinity that would give rise to reverse sensitivity effects.

Loss of agricultural production: The site is currently Large Lot Residential and General Rural zoned land within the Partially Operative District Plan and under the land use capability classifications, the land includes class 5 soils and therefore the project will not result in any loss of versatile soil.

Retail effects: The proposed local centres are small scale, convenience-oriented centres that will not undermine the viability, vibrancy, and amenity values of the existing centres (large or small) within Rolleston or elsewhere within the Selwyn District. In fact, the project will increase viability, vibrancy, and amenity values of larger centres in Rolleston and the District.

Economic effects: The project will provide significant economic benefits to the district and region, any economic costs arising from the project are negligible. Utility costs will not arise in a manner that requires cross-subsidisation by other ratepayers, residents or businesses within the Selwyn District, and transportation costs will generally be internalised to future residents.

It is noted the most recent decision to decline the project through the Proposed District Plan review process affirmed that the adverse effects of the project on the environment could be effectively avoided, managed, or mitigated. To the extent that it did not support the rezoning of land to enable the project, this was on the (erroneous) basis that the development capacity it would provide was required in the long term (10 to 30 years), rather than in the short to medium term (0 to 10 years).

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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:

The National Policy Statement on Urban Development 2020 (NPS-UD) is of particular relevance and the project strongly aligns with the national direction set in this document.

Rolleston is part of the Greater Christchurch “urban environment” and it is clear that the proposal to provide for up to 4,200 residential sites will ‘add significantly to development capacity’ for the Rolleston township. The decision declining the rezoning through the proposed District Plan review process concluded that the project ‘would add significantly to Rolleston’s development capacity’. The NPS-UD provides a clear and intentional shift on how urban development around New Zealand is dealt with. It is noted the Canterbury Regional Policy Statement (CRPS) has not yet been updated to reflect the intent in the NPS-UD. This is one of the key reasons the project has been declined to date through other processes, despite the project directly supporting and promoting the intent of the NPS-UD.

Objective 1 focuses on creating well-functioning urban environments to support social, economic, and cultural wellbeing, as well as health and safety. The project supports this objective by delivering a well-functioning urban environment through the provision of housing capacity, which enhances housing supply and choice, thereby supporting community wellbeing. The decision declining the rezoning through the proposed District Plan review process concluded the Outline Development Plan for the project ‘would in itself constitute a ‘well-functioning urban environment’ containing neighbourhood centres, reserves, and internal connectivity’.

Objective 2 seeks to improve housing affordability by fostering competitive land and development markets. The project addresses constraints in the residential land supply markets, increases supply and competition, and contributes to housing affordability in the Selwyn District and Greater Christchurch.

Objective 3 aims to enable more people to live and businesses to operate in areas with employment opportunities, good transport links, and high housing demand. The project supports residential growth (and associated commercial centres) near existing employment centres, and has good accessibility to existing transport networks, including State Highway 1.

Objective 4 emphasizes that urban environments should evolve over time to meet the changing needs of communities. The project is seen as a response to evolving needs, consistent with this objective.

Objective 6 seeks decisions to be integrated with infrastructure planning and funding, strategic over the medium to long term, and responsive to proposals supplying significant development capacity. The project meets all of these criteria.

Objective 8 emphasizes the importance of urban environments supporting reductions in greenhouse gas emissions and being resilient to climate change. The project includes provisions for alternative transport modes and is resilient to climate change effects, such as sea-level rise and increased rainfall.

Additionally, the NPS-UD policies further support the project and its alignment with the objectives, particularly in terms of providing diverse housing options, supporting businesses, ensuring accessibility, promoting competition in land markets, and addressing climate change resilience. In regards to development capacity, the project will deliver additional capacity in the short, medium and long term addressing the Council's acknowledged shortfall in long term housing capacity for Rolleston and Selwyn District and addressing the medium term shortfall identified by the applicant's economic experts. To the extent that the decision on the rezoning through the proposed District Plan review process declined to rezone the land on the basis that additional housing capacity was not required until the long term (>10 years) and it was preferable to await other planning processes (which are likely to take years to complete), it is considered that such an approach is not consistent with the overarching objectives of the NPS-UD to responsively enable greater housing supply and choice.

No practices or effects are anticipated that would be inconsistent with the NPS for Freshwater Management 2020 or the NPS for Indigenous Biodiversity 2023.

The following National Policy Statements are not relevant to the project: the New Zealand Coastal Policy Statement, NPS for Renewable Electricity Generation 2011, NPS for Electricity Transmission 2008, NPS for Greenhouse Gases from Industrial Process Heat 2023, and NPS for Highly Productive Land.

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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:

Fast tracking this project would enable construction to commence on Stage 1 within three months of approvals being received, potentially in late 2024.

If this project is unsuccessful in this fast-tracking application, the timing of the commencement is less certain and unlikely to occur for many years following a likely long, costly, and protracted court process, despite no parties in opposition, with the only interested party (other than Council as the decision maker) being a neighbour in support of the project.

Following a decision from the Court, land use and subdivision resource consents would still be required. Arguably, the speed of such processes in some way or another has contributed to the current housing crisis and is a significant deterrent to investors. The applicant needs more certainty at an earlier stage than the other processes can offer in order to be able to make certain decisions and investments in relation to the project.

The Fast-Track Approvals Bill 2024 was introduced with a specific purpose to provide a streamlined decision-making process that facilitates the delivery of infrastructure and development projects with significant regional or national benefits. Essentially, it aims to expedite approvals for projects such as this one that contribute to the overall well-being and growth of communities.

The project aligns with this purpose in the following key ways:

1. Housing Sufficiency and New Residential Sites:

- The project's focus on housing sufficiency directly addresses a critical need in the Rolleston area and the wider Selwyn District (being New Zealand's second fastest growing District). By creating 4,200 new residential sites, it significantly contributes to meeting the demand for housing.
- The Fast-Track Approvals Bill aims to streamline decision-making for infrastructure and development projects. In this case, the creation of new residential sites falls squarely within its scope.

2. Commercial Centres:

- Establishing four commercial centres enhances economic activity and provides services to residents. These centres will contribute to regional economic growth and job creation.
- The Fast-Track Approvals Bill recognizes the importance of development projects that have regional benefits. The commercial centres align with this objective.

3. Facilitation of the Dunns Crossing Road and State Highway 1 Intersection Upgrade:

- The planned upgrade of this key intersection on the State Highway 1 Rolleston corridor improves transportation infrastructure. It enhances connectivity, safety, and efficiency for commuters and other road users.
- Infrastructure projects like nationally or regionally significant road upgrades are precisely the type of developments the Fast-Track Approvals Bill aims to expedite.

3. Provision for Nationally Significant Infrastructure:

- The subdivision process includes allocating land for the intersection upgrade (2.5ha). By doing so, the project streamlines the process for disposal of the required land to the NZ Transport Agency Waka Kotahi.
- The Fast-Track Approvals Bill seeks to simplify decision-making, and avoid additional processes (such as a Notice of Requirement or compulsory acquisition under the Public Works Act 1981) aligns with this goal.

In summary, the proposed project directly contributes to housing sufficiency, economic development, and improved infrastructure. Its alignment with the purpose of the Fast-Track Approvals Bill lies in its potential regional and national benefits, making it a strong candidate for streamlined approval.

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

Please write your answer here:

Referring this project will not have a negative impact on the efficient operation of the fast-track process for the following reasons:

1. Project Alignment with Bill's Purpose:

- The proposed project aligns with the Bill's core purpose, which is to expedite infrastructure and development projects with significant regional or national benefits.
- By addressing housing sufficiency, creating new residential sites, establishing commercial centres, and upgrading transportation infrastructure, the project directly contributes to regional well-being and growth.

2. Clear Objectives and Scope:

- The project's objectives are well-defined: deliver 4,200 residential sites, establish four commercial centres, and facilitate the timely delivery of the upgrade of the Dunns Crossing Road and State Highway 1 intersection.
- Clarity in project scope ensures that decision-makers can assess its merits efficiently without unnecessary delays.

3. Provision for Nationally Significant Infrastructure:

- The project's subdivision process includes allocating land for the intersection upgrade (2.5ha). This streamlines the process for disposal to the NZ Transport Agency Waka Kotahi.
- By avoiding additional steps (such as a Notice of Requirement or compulsory acquisition under the Public Works Act), the project adheres to the Bill's intent of simplifying decision-making.

4. Balancing Speed with Rigorous Assessment:

- The Bill aims for fast-track approval, without compromising on rigorous assessment.
- Referring this project won't adversely impact the process because it has undergone extensive scrutiny to date through district planning processes, in a



manner that has narrowed the issues and provides confidence that relevant matters have been addressed. This minimises any risk of decision making in an expedited manner.

5. Regional and National Benefits:

- The project contributes to regional economic growth, housing availability, and improved nationally significant infrastructure (State Highway 1).
- Such projects are precisely what the Bill seeks to accelerate.

In summary, referring this project won't hinder the efficient operation of the fast-track process. It strikes a balance between speed and thoroughness, aligns with the Bill's purpose, and addresses critical needs in the community.

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

Other

Please explain your answer here:

The project is not specifically identified in any of the plans or strategies above. However, the Selwyn District Plan already identifies part of the land as urban (Large Lot Residential Zone) and the Greater Christchurch Spatial Plan 2024 has identified that land as an existing 'urban area' and all of the land within the indicative green belt intended to frame the urban extent of Rolleston.

In addition, the project is consistent with the Spatial Plan's direction regarding "Growth in appropriate places" insofar that it does not conflict with identified areas to protect (being sites and areas of significance to Māori, environmental areas and features, groundwater protection zones, highly productive land and strategic infrastructure) or identified areas to avoid or mitigate (being areas vulnerable to a high risk of flooding; areas vulnerable to a medium or high risk of coastal inundation, coastal erosion and tsunami inundation; and areas at risk from rockfall, cliff collapse, mass movement and fault lines).

Will the project deliver regionally or nationally significant infrastructure?

National significant infrastructure

Please explain your answer here:

The project will facilitate the timely delivery of regionally and nationally significant infrastructure insofar as it facilitates the upgrade of the State Highway 1 / Dunns Crossing Road intersection. This intersection upgrade is required as the first stage in the suite of Rolleston State Highway 1 corridor improvements (see: SH1 Rolleston transport improvements | NZ Transport Agency Waka Kotahi (nzta.govt.nz)) and is therefore a matter of priority in terms of central government and local government land use and transport planning for the region. This upgrade is anticipated by both the NZ Transport Agency Waka Kotahi and the Council and identified in the relevant long term plans for both the District and the Region (Selwyn District Council Long Term Plan 2015/2025 and the Canterbury Regional Land Transport Plan 2015/2025).

Enabling this infrastructure upgrade will deliver the following benefits:

1. Improved Safety and Traffic Flow:

The proposed upgrade includes a new two-lane roundabout at the intersection of State Highway 1 (SH1), Dunns Crossing Road, and Walkers Road. By addressing a serious crash hotspot, this improvement enhances safety for commuters and other road users.

2. Efficient Transportation Network:

Upgrading the intersection ensures smoother traffic flow, benefiting both local residents and those passing through the area. Efficient transportation networks are crucial for regional and national connectivity.

3. Strategic Location:

The intersection is a gateway to Rolleston and its residential and industrial areas, and its strategic location along SH1 makes it a critical point for regional movement.

4. Supporting Economic Growth:

Efficient road infrastructure facilitates the movement of goods, services, and people. The upgraded intersection supports economic growth by enabling smoother freight transport and access to commercial centres.

5. Integration with Other Projects:

The intersection upgrade aligns with broader transport improvements in the Rolleston area and along the State Highway 1 corridor especially. These upgrades are relied on for the safe and efficient development and delivery of planned residential, commercial and industrial growth in Rolleston.

In summary, the State Highway 1 / Dunns Crossing Road intersection upgrade directly contributes to safer travel, efficient transportation, and economic development—making it regionally and nationally significant infrastructure.

Will the project:

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

Please explain your answer here:

#### Increased Housing Supply:

The project's primary purpose is to deliver 4,200 new residential sites. By creating these sites, it directly contributes to increasing housing supply. Overly restrictive planning rules have been a barrier to building more homes where they are needed most. The proposed project aims to overcome this challenge by providing additional housing options in a location where the Council acknowledges there is a long-term shortfall in housing capacity.

The economic assessment included as part of this application provides context for the scale of the housing that would be provided through this project, it notes that 4,200 dwellings:

- Is equivalent to 17% of total urban housing demand projected between 2022 and 2032 in the three territorial authorities that cover Greater Christchurch (Waimakariri District, Selwyn District, and Christchurch City);
- Is equivalent to 14% of total housing demand projected between 2022 and 2032 in that catchment; and
- Is equivalent to 30% of total urban standalone housing demand projected between 2022 and 2023 in that catchment.

#### Addressing Housing Needs:

The shortage of housing in New Zealand is a critical issue. The Council has acknowledged there is a shortfall in long-term housing capacity in Rolleston and the Selwyn District. The project's focus on housing sufficiency directly addresses this need. By enabling the creation of new residential sites, the project contributes to meeting the demand for housing in the Rolleston area and the wider Selwyn District (New Zealand's second fastest growing district).

#### Well-functioning Urban Environment

The project will contribute to well-functioning urban environments. In particular, the project will:

- a. Have and enable a variety of homes that meet the needs, in terms of type, price, and location, of different households. The project provides a variety of house size and lot size offering choice with a high level of amenity. The project would also enable Māori to express their cultural traditions and norms, to the extent relevant to the site context. This is relevant in a localised and Greater Christchurch context.
- b. Provide access to suitably located and sized business sectors, recognising local facilities within the project site, accessibility to business activities in Rolleston and the wider offerings in Greater Christchurch.
- c. Provide good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport. The project will integrate into the existing well-connected network which combines with the green network and existing facilities connecting to key destinations (school, parks, childcare, town centre). The project provides excellent accessibility to State Highway 1 and its connections to Greater Christchurch.
- d. Support the competitive operation of land and development markets by adding greater competition to the Greater Christchurch residential land market, with the corresponding reduction in housing cost being a contributing factor to 'well functioning urban environments'.
- e. Support reductions in greenhouse gas emissions (at a local and Greater Christchurch scale), through provision for alternative transport modes, connectivity and accessibility (to local, township and regional services and amenities), and the potential for servicing by public transport. The project provides for a mix of on-road, separate, and off-road walking and cycling with facilities to promote active transport modes.
- f. Achieve resilience to the likely current and future effects of climate change through: the site's distance from coastal and low lying areas susceptible to sea level rise and storm surges; the land's resilience to heavy rainfall events/frequency, and the potential for building and landscape design to address increased mean temperatures or amplification of heat extremes; and encouraging the use of low impact design techniques including grass swales and soakage pits. In a Greater Christchurch context, the site has considerable advantages over greenfield or intensification growth in flood prone coastal and low lying areas.

#### Will the project deliver significant economic benefits?

Yes

Please explain your answer here:

The project delivers significant economic benefits in the following ways:

Economic benefits will arise in the form of additional employment, income and expenditure generated by the project, including increased economies of scale, increased competition, reduced unemployment and underemployment, and increased quality of central government provided services. The project will also increase competition and choice in residential housing markets in a manner that is strongly and directly consistent with the NPS-UD.

The applicant has engaged an economic expert to provide an estimate of the likely economic benefit that would arise from the project. An economic report has been provided as part of this application, which indicates that the project could:

- Contribute **s 9(2)(b)(ii)** in value added to the Canterbury economy over 17 years;
- Generate wages/salaries for Canterbury households to the value of **s 9(2)(b)(ii)** over 17 years; and
- Sustain employment for around 14,500 full time equivalent years across a broad range of sectors in Canterbury Region (or equivalent to around 853 full-time workers (on average) for 17 years).

Other economic benefits include:

1. Increased Housing Supply:

The creation of 4,200 new residential sites directly contributes to increasing housing supply. More available housing options attracts new residents, stimulates local economies, generates economic activity, and contributes to the competitive operation of the land market in turn assisting to reduce housing costs across the region and country.

2. Commercial Centres:

Establishing four commercial centres provides spaces for businesses to operate. These centres attract investment, create jobs, and contribute to the local economy.

3. Infrastructure Upgrades:

The planned upgrade of the Dunns Crossing Road and State Highway 1 intersection improves transportation infrastructure. Efficient road networks enhance connectivity, reduce travel time, and benefit businesses and commuters.

4. Provision for Nationally Significant Infrastructure:

Allocating land for the intersection upgrade streamlines the process for disposal of the required land to the NZ Transport Agency Waka Kotahi. This efficiency saves time, project costs and resources.

5. Employment /job creation

The project will create jobs and increase employment in the region. A significant amount of work will be made available, particularly with regard to the construction of the project. In addition, the residential development will bring expenditure, incomes and employment opportunities for local businesses and residents within the Selwyn District and also Christchurch City businesses and residents.

6. Overall Economic Impact:

By addressing housing needs, improving infrastructure, and creating commercial spaces, and generally stimulating construction and economic activity, the project enhances the economic vitality of Rolleston and the wider Selwyn District. Economic benefits include increased job creation and business growth.

In summary, the proposed project will deliver significant economic benefits by fostering growth, improving infrastructure, and meeting housing demands.

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:

The project supports climate change mitigation through its distance from coastal and low lying areas susceptible to sea-level rise and storm surges, its resilience to heavy rainfall events/frequency, and the potential for landscape provision in streets, open spaces and residential sites to mitigate increased mean temperatures or amplification of heat extremes.

The project will seek to reduce both embodied and operational greenhouse gas emissions. This will be achieved in a number of ways including:

- Ensuring that low carbon materials are used during the building phase (for example through encouraging greater use of timber);
- Minimising paved areas in the development as much as possible;
- Minimising the use of fossil fuel in the buildings;
- Encouraging the uptake of solar on buildings through the design of buildings as 'solar ready';
- Encouraging energy efficient building design;
- Installing electric vehicle (EV) charging infrastructure in commercial areas;
- Ensuring residential homes are 'EV ready' through adequate electrical capacity provision in garages;
- Considering communal gardens or composting facilities;
- Considering the installation of solar panels on any community facilities that are developed;
- Locating the development as close as possible to public transport routes and common travel destinations such as schools and supermarkets; and
- Planting trees and shrubs as part of the development (i.e. enabling carbon sequestration through biological processes).

The proposed provision for alternative transport modes, connectivity and accessibility, and the potential for servicing by public transport also supports reductions in greenhouse gas emissions and resilience to climate change. It is envisioned that the development will be fully serviced by public transport as the population in the development increases – as is the case for all other established suburbs in Christchurch. All roads within the project have been designed to accommodate buses if required.

The applicant has engaged a consultant specialising in energy and carbon emissions and will work closely with them to develop the above initiatives further into the detailed design of the project.

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

Yes

Please explain your answer here:

The project site strongly supports resilience from natural hazards. The land is not susceptible to sea-level rise, storm surges or significant flooding risks and is not subject to any other notable natural hazards. A geotechnical assessment of the land has assessed it as TC1 (Technical Category 1) indicating that: the land is generally suitable for housing, future land damage from liquefaction is unlikely, and standard foundations for concrete slabs or timber floors can be used.

Will the project address significant environmental issues?

Yes

Please explain your answer here:

There are no significant environmental issues applicable to the project. Part of the subject land is already zoned for low density urban residential purposes and the balance is in pastoral use on land that is not classified as highly productive land. There are no significant or sensitive natural resources or features on the subject land. The site is immediately adjacent to the existing Rolleston urban area, is well connected to the transport network and the proposed subdivision has a compact and linear urban form that effectively integrates with established residential areas. The project is a logical form and location for urban development.

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

Yes

Please explain your answer here:

Despite previous decisions declining the project on the basis that the site was not identified as an urban or growth area in the Canterbury Regional Policy Statement, the project is now consistent with recently adopted the Greater Christchurch Spatial Plan. This Spatial Plan was adopted in March 2024 by all Partner Councils (Christchurch City Council, Selwyn District Council, Waimakariri District Council and Environment Canterbury). Specifically, the project site is partly identified in the Spatial Plan as an existing 'urban area' and the balance is a logical extension of this urban area out to adjacent roads and boundaries and within the indicative green belt intended to frame the urban extent of Rolleston.

The Canterbury Regional Policy Statement is yet to be reviewed and updated to reflect this recently adopted Spatial Plan. Review of the Canterbury Regional Policy Statement is not due to commence until December 2024, will likely take in the order of 3-5 years to conclude (allowing for appeals) and thereafter will require plan change processes to rezone land in the District Plan (approximately 2-3 years) and subdivision consent processes (approximately 2 years to title) to provide for its development. Waiting on that statutory process to enable the project would therefore delay on the ground development of housing by 7-10 years.

As noted earlier, the project is also consistent with the Spatial Plan's direction regarding "Growth in appropriate places" insofar that it does not conflict with identified areas to protect (being sites and areas of significance to Māori, environmental areas and features, groundwater protection zones, highly productive land and strategic infrastructure) or identified areas to avoid or mitigate (being areas vulnerable to a high risk of flooding; areas vulnerable to a medium or high risk of coastal inundation, coastal erosion and tsunami inundation; and areas at risk from rockfall, cliff collapse, mass movement and fault lines).

The project is not otherwise identified in local or regional planning documents, which predate the Greater Christchurch Spatial Plan.

Anything else?

Please write your answer here:

The applicant is happy to provide any additional information, or copies of expert reports, if requested.

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?

No

If yes, please explain:

## 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:

N/A - There have been no compliance and/or enforcement actions taken against the applicant by any entity with enforcement powers under the Acts referred to in the Bill.

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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:

Tim Carter

Important notes