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Comments on applications for referral under the COVID-19 Recovery (Fast-track Consenting) Act 2020

This form is for local authorities to provide comments to the Minister for the Environment on an application to refer a project to an expert consenting panel under the COVID-19 Recovery (Fast-track Consenting) Act 2020.

Local authority providing comment	Environment Canterbury
Contact person (if follow-up is required)	Aurora Grant
	Consents Planning Manager
	s 9(2)(a)

Comment form

Please use the table below to comment on the application.

Project name	Faringdon South West and South East Development
General comment – potential benefits	No comment
General comment – significant issues	<p>Construction-related activities</p> <p>It is understood that a number of construction-related resource consents will be required from Environment Canterbury, which will be sought at a later stage. The proposal is likely to trigger the requirement for a discharge permit to discharge construction-phase stormwater into land during the subdivision development. Further, a land use consent to excavate material over an aquifer may be required. Both these resource consents are likely to be relatively straightforward as long as on-site activities and contaminated land are appropriately managed through resource consent conditions.</p> <p>Operational Stormwater Discharges</p> <p>It is understood that stormwater is proposed to be discharged on-site into land under a separate resource consent to be obtained from Environment Canterbury. Discharges will occur in the same/similar manner as it does for already developed areas of the Faringdon development.</p> <p>While there are no concerns about the proposal to discharge stormwater into land as such, the discharge of untreated stormwater into land is not considered to give effect to the concept of te Mana o te Wai and the associated hierarchy of obligations under the National Policy Statement for Freshwater Management 2020 (NPS-FM 2020). Untreated discharges of stormwater into land do not put the health and well-being of the underlying aquifer at the top of the three priorities, but rather promotes the third priority over both the first and second priority. While Environment Canterbury understands that there is a need to also give effect to the National Policy Statement for Urban Development 2020, and while there is, in general, no opposition to freeing up land (such as greenfield sites) for urban development, maximising the number of lots, as suggested by the application, comes at the cost of providing for appropriate stormwater treatment. This may not be appropriate in light on the new national direction.</p> <p>If this proposal was to go ahead, Environment Canterbury recommends that for a subdivision of this size, lodgement of consent applications should occur progressively – as detailed investigations are completed. The planning framework under which Environment Canterbury is currently working will change over the next few years in response to the NPS-FW 2020, and</p>

	therefore a progressive consenting approach would ensure that the development, as it progresses, is in keeping with the planning framework at the time that a new stage is developed, as the planning framework will likely change in order to give effect to the NPS-FM 2020.
Is Fast-track appropriate?	No comment
Environmental compliance history	<p>No non-compliances for subject sites.</p> <p>Minor non-compliances in relation to existing Hughes Development Ltd site at Dynes Road, Goulds Road, East Maddisons Road, Rolleston:</p> <ul style="list-style-type: none"> - CRC136746 (construction-phase stormwater discharge permit for) – Late submittal of stormwater system design report; - CRC146917 (operational stormwater discharge permit) Failure to stabilise exposed areas of the site within prescribed timeframe
Reports and assessments normally required	Assessments of effects on groundwater quality and quantity, groundwater users and cultural values.
Iwi and iwi authorities	Te Rūnanga o Ngāi Tūāhuriri
Relationship agreements under the RMA	N/A
Insert responses to other specific requests in the Minister's letter (if applicable)	<p>1. Are there any reasons that you consider it more appropriate for the Project, or part of the Project, to proceed through existing Resource Management Act 1991 (RMA) consenting processes rather than the processes in the FTCA?</p> <p>Overall, there are no concerns with regard to the proposal to subdivide and use land for the residential development to be decided via the fast-track consenting processes.</p> <p>However, Environment Canterbury recommends that provisions are made in the development plans to require that stormwater is treated prior to discharge into land. It is also recommended that applications for discharge permits are staged (see above).</p> <p>2. What is the anticipated timeframe for changes to Chapter 6 of the operative CRPS and what is the likely impact of the changes on this application?</p> <p>Proposed Change 1 to Chapter 6 of the Canterbury Regional Policy Statement has been publicly notified. Submissions close on 15 February 2021.</p> <p>The proposed Change 1 identifies future urban housing development areas, including in Rolleston, and inserts associated policy provisions. The proposal is located within two of the three 'Future Development Areas' identified for Rolleston. Proposed Policy 6.3.12 will impact on the application in that it seeks to enable urban development in the Future Development Areas and provides for the re-zoning of land in response to projected shortfalls in feasible residential development capacity over the medium term, which will be investigated through the district plan review process.</p> <p>3. Does the applicant, or a company owned by the applicant, have any environmental regulatory compliance history in your Region?</p> <p>See above at Environmental Compliance History.</p>
Other considerations	N/A

Note: All comments, including your name and contact details, will be made available to the public and the applicant either in response to an Official Information Act request or as part of the Ministry's proactive release of information. Please advise if you object to the release of any information contained in your comments, including your name and contact details. You have the right to request access to or to correct any personal information you supply to the Ministry.

Comments on applications for referral under the COVID-19 Recovery (Fast-track Consenting) Act 2020

This form is for local authorities to provide comments to the Minister for the Environment on an application to refer a project to an expert consenting panel under the COVID-19 Recovery (Fast-track Consenting) Act 2020.

Local authority providing comment	Environment Canterbury
Contact person (if follow-up is required)	Aurora Grant
	Consents Planning Manager
	s 9(2)(a)

Comment form

Please use the table below to comment on the application.

Project name	Faringdon South West and South East Development
General comment – potential benefits	<p>Environment Canterbury are supportive of the application under the COVID-19 Recovery (Fast-Track Consenting) Act 2020 (the Act) in principle, noting that the subject of the application is currently being processed through a statutory Resource Management Act 1991 (RMA) process that SDC will make the final decision on. ECan are supportive of the process as it generally aligns with strategic direction outline in Our Space (the Future Development Strategy for Greater Christchurch). The Fast Track Consenting Application (FTCA) process is appropriate to occur for the following reasons:</p> <ol style="list-style-type: none"> 1. This area has been identified as part of the strategic planning for Greater Christchurch 2. The Future Development Strategy (FDS) for Greater Christchurch (known as 'Our Space') identified this area, among others in south Rolleston, as Future Urban Development Areas to support the medium to long-term growth within the Greater Christchurch area of Selwyn. 3. Proposed Change 1 to Chapter 6 of the Canterbury Regional Policy Statement (CRPS) has recently been notified under a Streamlined Planning Process. This Change seeks to recognise the Future Urban Development Areas identified in the in CRPS and provides a policy response framework for growth into these areas where there is an identified capacity issue. 4. The area has also been identified as an 'Urban Growth Overlay' in the Selwyn Proposed District Plan to recognise and protect this area for urban development in line with the above strategic directions.
General comment – significant issues	<p>Construction-related activities</p> <p>It is understood that a number of construction-related resource consents will be required from Environment Canterbury, which will be sought at a later stage. The proposal is likely to trigger the requirement for a discharge permit to discharge construction-phase stormwater into land during the subdivision development. Further, a land use consent to excavate material over an aquifer</p>

may be required. Both these resource consents are likely to be relatively straightforward as long as on-site activities and contaminated land are appropriately managed through resource consent conditions.

Operational Stormwater Discharges

It is understood that stormwater is proposed to be discharged on-site into land under a separate resource consent to be obtained from Environment Canterbury. Discharges will occur in the same/similar manner as it does for already developed areas of the Faringdon development.

While there are no concerns about the proposal to discharge stormwater into land as such, the discharge of untreated stormwater into land is not considered to give effect to the concept of te Mana o te Wai and the associated hierarchy of obligations under the National Policy Statement for Freshwater Management 2020 (NPS-FM 2020). Untreated discharges of stormwater into land do not put the health and well-being of the underlying aquifer at the top of the three priorities, but rather promotes the third priority over both the first and second priority. While Environment Canterbury understands that there is a need to also give effect to the National Policy Statement for Urban Development 2020, and while there is, in general, no opposition to freeing up land (such as greenfield sites) for urban development, maximising the number of lots, as suggested by the application, comes at the cost of providing for appropriate stormwater treatment. This may not be appropriate in light on the new national direction.

If this proposal was to go ahead, Environment Canterbury recommends that for a subdivision of this size, lodgement of consent applications should occur progressively – as detailed investigations are completed. The planning framework under which Environment Canterbury is currently working will change over the next few years in response to the NPS-FW 2020, and therefore a progressive consenting approach would ensure that the development, as it progresses, is in keeping with the planning framework at the time that a new stage is developed, as the planning framework will likely change in order to give effect to the NPS-FM 2020.

Alignment with the Canterbury Regional Policy Statement

The two development blocks are located within the projected infrastructure boundary shown on Map A within Chapter 6 of the CRPS but are not identified as Greenfield Priority Areas. In this regard the proposal is considered to be inconsistent with the land use and infrastructure framework of Objective 6.2.1 (3) which “avoids urban development outside of existing urban areas or greenfield priority areas for development, unless expressly provided for in the CRPS”.

However, Environment Canterbury has notified Proposed Change 1 to Chapter 6 of the CRPS, which would identify the land as a Future Development Area and insert associated policy provisions linking future zoning to development capacity shortfalls identified in housing and business capacity assessments. Environment Canterbury further acknowledges that planning decisions must also give effect to Policy 8 of the NPS-UD, which requires local authorities to be responsive to unanticipated or out-of-sequence plan change proposals and give particular regard to proposals that would add significantly to development capacity and contribute to well-functioning urban environments.

Housing provision

There is an opportunity to encourage provision for social and affordable housing through the development of these blocks. In particular, Environment Canterbury would support consideration being given to ensuring housing densities and typologies are appropriate and linked to housing needs identified in the capacity assessment collaboratively prepared by councils in the Greater Christchurch area. The nature of residential development proposed for the site is relevant when determining whether or not the proposal would add significantly to development capacity, with reference to Policy 8 of the NPS-UD.

Public transport

Environment Canterbury understands that a transport connection from the proposed subdivision north to Faringdon Boulevard would require passage through an adjacent site that is not part of the application site. As Faringdon Boulevard represents the primary route through the Faringdon development towards Rolleston town centre this could represent a serious disconnect for servicing the site with public transport for some time. Coordination of the staging of the development, both within the internal areas of each development block and between adjacent development sites, will be important to ensure that effective public transport access can be

	provided and maintained. Appropriate mechanisms should be in place to ensure timely and effective public transport access to and through the site.
Is Fast-track appropriate?	Environment Canterbury Recognises that there may be timing benefits for the developer in using the COVID fast track process, and is supportive of the fast track process. Environment Canterbury notes that submissions and further submissions have been called for and received for the private plan change on this site. These submissions should be considered, and the issues resolved through a hearing process.
Environmental compliance history	<p>No non-compliances for subject sites.</p> <p>Minor non-compliances in relation to existing Hughes Development Ltd site at Dynes Road, Goulds Road, East Maddisons Road, Rolleston:</p> <ul style="list-style-type: none"> - CRC136746 (construction-phase stormwater discharge permit for) – Late submittal of stormwater system design report; - CRC146917 (operational stormwater discharge permit) Failure to stabilise exposed areas of the site within prescribed timeframe
Reports and assessments normally required	Assessments of effects on groundwater quality and quantity, groundwater users and cultural values.
Iwi and iwi authorities	Te Rūnanga o Ngāi Tūāhuriri and Te Rūnanga o Ngāi Tūāhuriri
Relationship agreements under the RMA	N/A
Insert responses to other specific requests in the Minister's letter (if applicable)	<p>1. Are there any reasons that you consider it more appropriate for the Project, or part of the Project, to proceed through existing Resource Management Act 1991 (RMA) consenting processes rather than the processes in the FTCA?</p> <p>Overall, there are no concerns with regard to the proposal to subdivide and use land for the residential development to be decided via the fast-track consenting processes.</p> <p>However, Environment Canterbury recommends that provisions are made in the development plans to require that stormwater is treated prior to discharge into land. It is also recommended that applications for discharge permits are staged (see above). Consideration should also be given to ensure the development will support identified housing needs and enable the timely provision of public transport through the site.</p> <p>2. What is the anticipated timeframe for changes to Chapter 6 of the operative CRPS and what is the likely impact of the changes on this application?</p> <p>Proposed Change 1 to Chapter 6 of the Canterbury Regional Policy Statement has been publicly notified. Submissions close on 15 February 2021. In accordance with the Streamlined Planning Process directed by the Minister, Environment Canterbury is required to submit the Proposed Change for the Minister's consideration, by 29 March.</p> <p>The Proposed Change identifies future urban housing development areas, including in Rolleston, and inserts associated policy provisions. The proposal is located within two of the three 'Future Development Areas' identified for Rolleston. Proposed Policy 6.3.12 will impact on the application in that it seeks to enable urban development in the Future Development Areas and provides for the re-zoning of land in response to projected shortfalls in feasible residential development capacity over the medium term, which will be investigated through the district plan review process.</p> <p>3. Does the applicant, or a company owned by the applicant, have any environmental regulatory compliance history in your Region?</p> <p>See above at Environmental Compliance History.</p>
Other considerations	N/A

Note: All comments, including your name and contact details, will be made available to the public and the applicant either in response to an Official Information Act request or as part of the Ministry's proactive release of information. Please advise if you

From: [secretariat Greater CHCH](#)
To: [Fast Track Consenting](#)
Subject: COVID-19 Recovery (Fast-Track Consenting) Act 2020 – Faringdon South West and South East Development – Comments sought
Date: Wednesday, 17 February 2021 7:36:40 am
Attachments: s 9(2)(ba)(i)

MFE CYBER SECURITY WARNING

This email originated from outside our organisation. Please take extra care when clicking on any links or opening any attachments.

TÄ“nä koe,

Please find **attached** the comments in response to the letter addressed to the Chair of the Greater Christchurch Partnership.

Please note that while NgÄ i Tahu are a member of the Greater Christchurch Partnership, 10 working days has been insufficient time to enable engagement with iwi and mana whenua in providing this response.

NgÄ mihi,
Greater Christchurch Partnership Team

From: secretariat Greater CHCH <secretariat@greaterchristchurch.org.nz>
Sent: Tuesday, 16 February 2021 5:09 p.m.
To: 'Fast Track Consenting' <fasttrackconsenting@mfe.govt.nz>
Subject: RE: COVID-19 Recovery (Fast-Track Consenting) Act 2020 a€“ Faringdon South West and South East Development a€“ Comments sought

Good afternoon,

As discussed yesterday, we have our comments prepared however our final sign-off is still pending. We are looking to provide these comments to you as soon as possible.

Kind regards,
Greater Christchurch Partnership Team

From: Fast Track Consenting <fasttrackconsenting@mfe.govt.nz>
Sent: Monday, 1 February 2021 3:40 p.m.
To: secretariat Greater CHCH <secretariat@greaterchristchurch.org.nz>
Subject: COVID-19 Recovery (Fast-Track Consenting) Act 2020 a€“ Faringdon South West and South East Development a€“ Comments sought

TÄ“nä koe Bill

Please find attached letter in relation to the COVID-19 Recovery (Fast-Track Consenting) Act 2020. A copy of the application can be downloaded from
s9(2)(ba)(i)



Comments on applications for referral under the COVID-19 Recovery (Fast-track Consenting) Act 2020

Contact person (if follow-up is required)	Katherine Snook, Partnership Manager
	Greater Christchurch Partnership
	secretariat@greaterchristchurch.org.nz
	s 9(2)(a)

Comment form

Project name

COVID-19 Recovery (Fast-Track Consenting) Act 2020 – Faringdon South West and South East Development

General comment

Introduction

1. These comments are in response to the letter addressed to the Chair of the Greater Christchurch Partnership (the Partnership).¹
2. The Partnership discussed this request for comments at their scheduled meeting of the Committee on Friday 12 February 2021 and we would like to highlight that the strength of the existing Partnership has enabled a response within 10 working days; a short timeframe for a Partnership of multiple agencies to respond within and in our view a short period of time in the context of when the application was lodged in October last year.
3. Te Rūnanga o Ngāi Tahu is a core member of our Partnership. However at the meeting of the Committee where this correspondence was considered, the Te Rūnanga o Ngāi Tahu members of the Committee were unable to be present, as well as the Canterbury District Health Board Chair. We would like it noted, as part of this Partnership

¹ The Greater Christchurch Partnership is comprised of: Christchurch City Council, Environment Canterbury, Selwyn District Council, Waimakariri District Council, Te Rūnanga o Ngāi Tahu, Canterbury District Health Board, and Waka Kotahi – New Zealand Transport Agency.

response, that 10 working days is insufficient to enable early and meaningful engagement with mana whenua and iwi. We would have expected that consideration should have been given to enabling this. We strongly recommend that meaningful engagement with iwi and mana whenua is undertaken.

4. Please note that you will separately receive comments from the Christchurch City Council, Selwyn District Council and Environment Canterbury who are aligned in, and support, the comments made herein. Their comments offer more detail and responses to the specific questions you have asked those Councils.

General comment

5. The Partnership is supportive of increasing the housing supply within the Greater Christchurch area in appropriate locations and is committed to providing affordable housing opportunities for Greater Christchurch.
6. There are clear short term economic benefits associated with the project, including construction, and subsequent benefits of housing to support people and communities. In this context, the project results in a public benefit and accords with the purpose of the COVID-19 Recovery (Fast-track Consenting) Act 2020 (Referred to below as 'FTCA').
7. Through working collaboratively together, the Partnership have developed a shared and consistent view of the future urban form for Greater Christchurch. The project is on land identified for future growth within the Partnership's Future Development Strategy, Our Space, and within a defined 'Infrastructure Boundary'.

Other considerations

8. We would like to provide the following information as context to our position:
 - The Future Development Strategy (FDS) for Greater Christchurch (Our Space 2018-2048: Greater Christchurch Settlement Pattern Update - Whakahāngai O Te Hōrapa Nohoanga) identified this area, among others in south Rolleston, as Future Urban Development Areas to support the medium to long-term growth within the Greater Christchurch area of Selwyn.
 - Proposed Change 1 to Chapter 6 of the Canterbury Regional Policy Statement (CRPS) has been recently been notified under a Streamlined Planning Process. This Change seeks to recognise the Future Urban Development Areas identified in the in CRPS and provides a policy response framework for growth into these areas where there is an identified capacity issue.
 - This area has been identified as part of the strategic planning for the Selwyn District for over a decade and is an area identified in the Rolleston Structure Plan.
 - The area has also been identified as an 'Urban Growth Overlay' in the Selwyn Proposed District Plan to recognise and protect this area for urban development in line with the above strategic directions.
 - We note that the project that is the subject of this application is also subject to Proposed Change 1/Streamlined Planning Process (mentioned above) and a Private Plan Change (PC64).

Specific questions on the application

Are there any reasons that you consider it more appropriate for the Project, or part of the Project, to proceed through existing Resource Management Act 1991 (RMA) consenting processes rather than the processes in the FTCA?

9. The Partnership is supportive of the fast-track process on the basis that the land subject to the application is strategically planned for development (as set out above). However, this support is subject to an appropriate public participation process, including a hearing and inviting submitters on Plan Change 64 to provide comment.
10. The key issues arising from the submissions are further detailed in the comments to you from the Selwyn District Council and are summarised here for your reference as:
 - Increased traffic including, downstream traffic impacts and the facilitation of a mode shift and increased public transport to reduce these effects;
 - Residential density (we note that the Partnership is currently undertaking work to consider whether any changes to minimum densities is likely to be desirable and achievable across future development areas);
 - Integration of affordable housing; and
 - Reverse sensitivity effects.

How does the application align and/or contribute to the achievement of Greater Christchurch 2050?

11. Greater Christchurch 2050 is a new strategic framework under development. It has recently completed the first key stage of the project – public engagement. The next stage is to develop the strategy and plan. As mentioned above, the project subject to this application is within a Future Development Area within the Greater Christchurch Future Development Strategy ('Our Space').

Comments on applications for referral under the COVID-19 Recovery (Fast-track Consenting) Act 2020

This form is for local authorities to provide comments to the Minister for the Environment on an application to refer a project to an expert consenting panel under the COVID-19 Recovery (Fast-track Consenting) Act 2020.

Local authority providing comment	Christchurch City Council
Contact person (if follow-up is required)	David Falconer, Team Leader, City Planning
	Mark Stevenson, Team Leader, City Planning

Comment form

Please use the table below to comment on the application.

Project name	Farringdon South West and South East Development
General comment – potential benefits	<p>Christchurch City Council (Referred to hereafter as ‘Council’) is supportive of increasing the housing supply within the Greater Christchurch area in appropriate locations and is committed to providing affordable housing opportunities for Greater Christchurch.</p> <p>There are clear short term economic benefits associated with the project, including construction, and subsequent benefits of housing to support people and communities. In this context, the project results in a public benefit and accords with the purpose of the COVID-19 Recovery (Fast-track Consenting) Act 2020 (Referred to below as ‘FTCA’).</p> <p>Through working in collaboration with partners to the Greater Christchurch Partnership, there is alignment as a partnership of the future urban form for Greater Christchurch. The project is on land identified for future growth and within a defined ‘Infrastructure Boundary’.</p>
General comment – significant issues	<p>Reflecting Council’s submission on Plan Change 64 to the Selwyn District Plan (Attached), the Council has sought that the following issues are addressed to manage effects arising from development of the subject land: the downstream transport effects on Christchurch City, the residential density of the project, the loss of versatile soils and provision of social and affordable housing.</p> <p>The Council seeks alignment between the development of housing and delivery of public transport to facilitate a mode shift and increased use of public transport. There are currently no public transport services provided to the site, and no current or planned infrastructure upgrades identified to fund and increase public transport services. Over 40% of residents in Rolleston work or go to school in Christchurch City, largely in single occupancy vehicles. In this</p>

	<p>context, any process to determine the appropriateness of the project on the subject land should include an assessment of the downstream effects and the provision of public transport services to the subject land.</p> <p>The project is intending to provide 12 households per hectare (hh/ha). The Council through its submission, seeks a minimum density requirement of 15 hh/ha consistent with the recommendation of a Density Review commissioned by the Greater Christchurch Partnership, which is subject to further work through spatial planning. Increased densities would better achieve efficiencies in the coordination of land use and infrastructure, support mixed land use activities, support multi-modal transport systems and protect the productive rural land resource.</p> <p>Highly productive land in the Canterbury region holds substantial value as it contributes to the sustainability of the region through providing land on which locally grown and sourced produce can be farmed appropriately. This then reduces the transport costs associated with the distribution of food to the Christchurch City and provides for a variety of land uses in the surrounding region. In Council's submission, an assessment has been sought of the impact on versatile soils from development in this area and consideration should be given to this through the FTCA process. Notwithstanding this, the proposed site has been identified as a Future Development Area in a proposed change to the Regional Policy Statement and is insignificant compared to the quantum of rural land in Selwyn's District. In this context, Council's primary concern is the cumulative effects associated with the fragmentation of land.</p> <p>The Council through its submission has also sought that the recommendations of the Greater Christchurch Social and Affordable Housing Action Plan be incorporated into the plan change.</p> <p>Having regard to the Council's submission on plan change 64, as summarised above, the Council only supports the development of the subject land for housing if:</p> <ul style="list-style-type: none"> • The density of the area identified in the application achieves 15 hh/ha; • The downstream effects on the transport network including cumulative effects arising are adequately mitigated by investment in public transport to serve the subject land; • Provision is made for affordable housing that addresses needs in the area; • Ngai Tahu's feedback on the project is adequately addressed.
<p>Is Fast-track appropriate?</p>	<p>A fast-track may be considered appropriate for this project subject to appropriate safeguards as described below. The Council also notes that the same development is already being progressed by a RMA schedule 1 change and a private plan change. It is not clear to the Council in the information provided whether any time savings through use of the FTCA are significant and/or material.</p>

Environmental compliance history	N/A
Reports and assessments normally required	N/A
Iwi and iwi authorities	N/A
Relationship agreements under the RMA	MOU for Greater Christchurch Partnership
<p>Insert responses to other specific requests in the Minister's letter (if applicable)</p> <p>The question asked of Christchurch City Council is <i>'Are there any reasons that you consider it more appropriate for the Project, or part of the Project, to proceed through existing Resource Management Act 1991 (RMA) consenting processes rather than the processes in the FTCA?'</i></p>	<p>In terms of the process, a schedule 1 plan change process under the Resource Management Act has benefits in terms of notification to the public, enabling submissions to be made and heard at a hearing with a right of appeal of any decision to the Environment Court. In comparison, the FTCA process limits who can provide feedback and there is no requirement for a hearing, nor the right of any person to be heard or for appeals of the decision.</p> <p>A plan change process also enables greater weight to be given to higher order documents at a national and regional level relative to a consenting process under the FTCA for which regard is to be had to that direction.</p> <p>Having regard to the above, if the Minister does approve the use of the FTCA, the Council seeks that the Minister uses their discretion to enable participation by those submitters who provided comments by submission on plan change 64 in accordance with clause 24(2)(e) of the FTCA and a hearing is held to enable submitters to present.</p> <p>Through a consenting process using the FTCA, there is also a risk that the cumulative effects of downstream transport effects associated with the proposal and other proposals for rezoning cannot be considered to the extent otherwise provided for under a plan change process. The Council therefore seeks that decision-makers consider the cumulative effects, including downstream effects, of the project on the transport system to facilitate a more integrated approach that is aligned with the outcomes sought by the Greater Christchurch Partnership.</p>
Other considerations	

Note: All comments, including your name and contact details, will be made available to the public and the applicant either in response to an Official Information Act request or as part of the Ministry's proactive release of information. Please advise if you object to the release of any information contained in your comments, including your name and contact details. You have the right to request access to or to correct any personal information you supply to the Ministry.

11 November 2020

Selwyn District Council
Freepost 104 653,
PO Box 90
ROLLESTON 7643

Email: submissions@selwyn.govt.nz

Christchurch City Council submission on the Private Plan Change 64 Request to rezone land from Rural Inner Plains to Living Z, Farringdon, South Rolleston.

Introduction

1. Christchurch City Council (the Council) thanks Selwyn District Council for the opportunity to provide comment on the Application for Private Plan change – Farringdon (South Rolleston). The request seeks to rezone approximately 83.9 hectares of land, which would result in the ability to provide for 997 residential allotments comprising 589 in the south west block and 408 in the south east block.

Summary

2. Our Submission addresses:
 - a. The potential wider transport effects on Christchurch City;
 - b. Residential density;
 - c. Versatile soils; and
 - d. Social and Affordable Housing.
3. Christchurch City Council (hereafter referred to as "Council") is supportive of growth in the towns in Selwyn District to support the local needs. Council has and continues to be supportive of the work that Selwyn District Council has undertaken in conjunction with the other Greater Christchurch Partners on anticipated density for development opportunities to provide for a compact and sustainable urban form.
4. The Council seeks a funded and implemented public transport system to service the site prior to any residential development that provides an economically sustainable attractive alternative relative to private vehicle travel. Council also seeks that, as stated in Our Space 2018-2048, an assessment of the downstream effects from the development on the Greater Christchurch transport network, is undertaken.
5. The Council seeks a minimum level of density for the development of 15 households per hectare, and that relevant recommendations of the Greater Christchurch Density Review be incorporated in the Plan Change.
6. The Council seeks that, as stated in Our Space 2018-2048, further more detailed assessment of the impact on versatile soils from development in this area, and how to mitigate the impact, is undertaken.

7. The Council seeks that the relevant recommendations of the Greater Christchurch Social and Affordable Housing Action Plan be incorporated in the Plan Change.

Transport

8. The direction in the National Policy Statement on Urban Development (NPS-UD) is for good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport and to support reductions in greenhouse gas emissions.
9. Objective 3 of the NPS-UD anticipates that the urban environment is either in or near a centre zone with many employment opportunities, is well serviced by public transport or is an area in high demand for housing relative to other areas in the urban environment. It is unclear how the request meets any of these requirements. The site is primarily residential in nature with low employment opportunities, on the outskirts of Rolleston township. There are poor public transport services provided, as identified in the traffic assessment, with no current or planned infrastructure upgrades identified to fund and increase public transport services. No evidence has been provided in the request to support the site as being in higher demand for housing opportunities than other rural land available in Rolleston, especially closer into Rolleston township and employment opportunities.
10. The application does not address the difference between accessibility through public or active transport, and car based connections to employment. As mentioned before, the location of the site does not provide sufficient local employment to meet the needs for the potential residents, and the travel times to reach major employment hubs such as the Christchurch city centre would take approximately 30 minutes via car and almost 90 minutes via bus. The inclusion in the request that it is possible to provide public transport does not address this disparity and promotes the reliance on car based transport. Council is unclear how this will achieve a reduction in greenhouse gas emissions, which is a requirement in the definition for a well-functioning urban environment in the NPS-UD.
11. The integration of transport and land use in Objective 6.2.4 of the Canterbury Regional Policy Statement (CRPS) provides clear direction that new settlements in the Greater Christchurch region are planned in a way to reduce dependency on private motor vehicles, reduce emissions, manage network congestion and promote active and public transport modes. The lack of an integrated public transport system to service the development and the high percentage of residents who work or go to school in Christchurch would result in the development likely being contrary to Objective 6.2.4 in the CRPS.
12. Action 9b of *Our Space 2018-2048 (Greater Christchurch Settlement Pattern Update - Whakahāngai O Te Hōrapa Nohoanga)* states that:

Selwyn and Waimakariri District Councils are required “to undertake structure planning (**including the consideration of development infrastructure and the downstream effects on the Greater Christchurch transport network**) and review of District Plans over the next year for the identified Future Development Areas in the 2019 Canterbury Regional Policy Statement (CRPS) Change set out in Action 9a” (*Our Space*, Page 41 – emphasis added).
13. This action was agreed to by Selwyn District Council as a partner to the GCP. The request does not adequately assess the downstream effects on the Greater Christchurch network, as

required by this action. Without a funded and established public transport network to service the site, it is likely that this development will impact on the ability of the Council to manage the downstream transport network.

14. An Integrated Transport Assessment (ITA) by Carriageway Consulting dated 12 December 2019 has been provided with the request as Appendix B. In point 8.2.2 of the ITA it states:

"It is anticipated that the roads within the ODP areas will meet the Council's standards for new roads, including the provisions of footpaths and cycling infrastructure **where necessary**" (ITA page 26 – emphasis added). Providing active transport modes only 'where necessary' will limit the connections needed across the development area to enable maximum uptake in use.

15. The ITA also states in point 3.3.1 that:

"Certain of these [referring to existing footpaths] are sufficiently wide to accommodate a shared walking and cycling path, although there is presently no signage to indicate shared use." (ITA page 11). The lack of signage for a shared pathway will limit the use of this infrastructure.

16. With a disjointed approach to new active transport infrastructure as identified in point 8.2.2 and the lack of signage for existing infrastructure identified in point 3.3.1 of the ITA, Council raises concern that the development will not encourage active transport modes.

17. The ITA assessed the extent of the existing public transport services for the development area and stated in 5.2.2 that:

"The extent of public transport services is largely dependent upon the number of potential passengers in an area, which in this case is currently minimal. As the extent of residential development increases then the number of potential passengers will also increase, and this means that it is likely that bus services could be extended. At present though there are no scheduled bus services in the immediate area." (ITA page 17). The lack of existing or planned public transport services for the development site raises concern to Council.

18. The Statistics New Zealand 2018 Census data identifies that for Rolleston North West, 1,941 (86%) of people leave for work or school. Of these, 786 people travel into the Christchurch City Council rohe which equates to approximately 40%. The Statistics New Zealand 2018 Census data identifies that for Rolleston South West, 1,311 (71%) of people leave for work or school. Of these, 552 people travel into the Christchurch City Council rohe which equates to approximately 42%. For both Rolleston North West and South West the primary mode of transport is private car, truck or van.

19. The further information response provided by Mr Carr on 20 August 2020 identifies two reasons to support the position that the traffic generated by the development of the plan change area will not give rise to any adverse efficiency-related effects on the wider roading network. These reasons are that as distance from the plan change area increases, the traffic effects become more dispersed as drivers have an increasing choice of possible routes, and that Selwyn has experienced an increase in employment opportunities. However, these reasons do not account for the data from the 2018 census which identified Christchurch as the destination for work and school for approximately 40% of residents from Rolleston

North West and South West. The route variations and subsequent dispersal of traffic will be determined by the most efficient routes available to move between these two destinations, which will vary over time as congestion and journey times increase along the most efficient routes. The movement of people needs to be considered in the context of use, as general dispersal does not account for the large percentage of the population moving between two set destinations. Additionally, the economic growth opportunities in Selwyn have increased as a percentage over time although Christchurch City continues to provide the predominant employment opportunities in the region. In 2018 the rate of employment growth from the previous year was 5.3% for Selwyn and 3.2% for Christchurch. This growth needs to be put in the context of the population growth, as according to Stats NZ population estimates, during this time population growth in Selwyn was growing at 6%, whereas in Christchurch City it was growing at 1.5%. Therefore employment growth in Selwyn did not keep up with population growth, whereas employment growth in Christchurch is higher than population growth, indicating that some new Selwyn residents may be seeking employment opportunities in Christchurch City.

20. In May 2019 the Council declared a climate emergency to enable climate to be a primary consideration for long-term planning and set the target for Christchurch to be a carbon neutral city. Transport planning and infrastructure is a significant component of moving to a carbon neutral city and it is important that new urban growth areas occur in locations which align with this wider climate change objective. This has been reinforced with the emphasis in the NPS-UD to build urban environments that are resilient to the likely current and future effects of climate change.
21. An increase in commuter traffic into Christchurch City, means more people making more trips. The result will be increased emissions, congestion and longer journey times.
22. Reducing private motor vehicle dependency is important for improving sustainability by reducing emissions and the significant adverse effects of downstream traffic within Christchurch City. The Greater Christchurch Partnership have adopted the Regional Mode Shift Plan to support this. New urban growth areas and development should be of a form which enables viable public transport services. The appropriate urban form, and provision for public transport in new urban growth areas and development, is critical in achieving those outcomes.
23. The Council seeks a funded and implemented public transport system to service the site, including connections to Christchurch City, prior to any residential development.

Density

24. The plan change request is only intending to provide 12 households/hectare. The Council has previously sought a higher minimum density requirement of 15 households/hectare. Increased densities would better achieve efficiencies in coordination of land use and infrastructure, support mixed land use activities, support multi-modal transport systems and protect the productive rural land resource. In response to this the GCP has commissioned a technical report on density to achieve the agreed actions in Our Space. This report will provide direction on the appropriate level of density in the Greater Christchurch area includes minimum density requirements. Council seeks that a minimum density requirement of 15 households/hectare, and the recommendations of the report, when it is finalised, are included in the plan change.

25. Council also has concern at the land capacity assessment included with the request which discounts zoned vacant land which is not yet on the market. While land banking can disrupt immediate land availability, capacity assessments forecast over the short, medium and long term to determine feasible land supply and demand. To remove land from this assessment due to current market decisions undermines the long term nature provided for in capacity assessments.

The value of rural production land

26. The proposed National Policy Statement for Highly Productive Land (pNPS-HPL) identifies fragmentation of our productive land as a national resource management issue which needs to be addressed to enable the availability of highly productive land for primary production now and for future generations.
27. The request proposes the rezoning of rural land to residential land, although concludes that the extent of land to be rezoned is insignificant comparatively to the amount of rural land available in Selwyn. However, this does not address the cumulative effects of the fragmentation of rural land.
28. Productive land in the Canterbury region holds substantial value as it contributes to the sustainability of the region through providing land on which locally grown and sourced produce can be farmed appropriately. This then reduces the transport costs associated with the distribution of food to the Christchurch City and provides for a variety of land uses in the surrounding region.
29. Objective 8 of the NPS-UD anticipates that urban environments are resilient to the current and future effects of climate change. Protecting highly productive land in proximity to the Christchurch City is essential for achieving this objective.
30. The Council acknowledges that the proposed sites for development have been identified by Selwyn District Council as possible future development areas. To enable development in this location, an amendment to the CRPS Map A is being considered, but not yet notified. This plan change request has been initiated prior to the signalled statutory process required to amend Map A in the CRPS.
31. *Our Space 2018-2048 (Greater Christchurch Settlement Pattern Update - Whakahāngai O Te Hōrapa Nohoanga)* states that:
- "Further more detailed assessment of these future growth areas will be required, and undertaken as part of district plan reviews, and can address any new requirements relating to managing risks of natural hazards and **mitigating impacts on versatile soils**" (Our Space, Page 37 – emphasis added).
32. Council seeks that this further more detailed assessment of the impact on versatile soils from development in this area, and how to mitigate the impact, is undertaken.
33. If the Canterbury region is to become carbon neutral, providing for highly versatile and productive land in proximity to the city is essential.

Social and Affordable Housing

34. The GCP are working together on developing a Social and Affordable Housing Action Plan. The Council request that the relevant recommendations of the Social and Affordable Housing Action Plan be incorporated in the Plan Change.

Relief Sought

35. That unless the concerns outlined above are addressed, the plan change is refused.

Thank you for the opportunity to provide this submission.

For any clarification on points within this submission please contact Emily Allan, Policy Planner, at s 9(2)(a)

Yours faithfully



Lianne Dalziel
Mayor of Christchurch

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the Official Information Act 1982

Our Reference: 210215025111

16 February 2021

Sara Clarke
Manager, Fast-Track Consenting Team
Ministry for the Environment – Manatū Mō Te Taiao
e-Mail: fasttrackconsenting@mfe.govt.nz

Dear Sara

Re: COVID-19 Recovery (Fast-Track Consenting) Act 2020 - Faringdon South West and South East Development

Thank you for your letter (2020-B-07242) received by email on 1 February 2021 regarding your consideration of an application under the COVID-19 Recovery (Fast-Track Consenting) Act 2020. This relates to the Faringdon South West and South East Developments, within Selwyn District.

Waimakariri District Council works in collaboration with its Greater Christchurch Strategic Partners on such matters, as part of the adopted Urban Development Strategy and the Greater Christchurch 20250 Strategy, which is under preparation.

The Greater Christchurch Partnership has resolved to make submission on the above mentioned application. The submission by the partnership addresses the matters of Waimakariri District Council and Waimakariri District Council has no further comment to make on the specific question you ask, as the process to consider has no direct implications on Waimakariri District.

Thank you for your letter and the opportunity to respond.

Yours sincerely



Jim Palmer
Chief Executive

Comments on applications for referral under the COVID-19 Recovery (Fast-track Consenting) Act 2020

This form is for local authorities to provide comments to the Minister for the Environment on an application to refer a project to an expert consenting panel under the COVID-19 Recovery (Fast-track Consenting) Act 2020.

Local authority providing comment	Selwyn District Council
Contact person (if follow-up is required)	Tim Harris, Group Manager Environmental and Regulatory Services
	s 9(2)(a)
	s 9(2)(a)

Project name	COVID-19 Recovery (Fast-Track Consenting) Act 2020 – Faringdon South West and South East Development
General comment – potential benefits	<p>Selwyn District Council (SDC) are supportive of the application under the COVID-19 Recovery (Fast-Track Consenting) Act 2020 (the Act) in principle, noting that the subject of the application is currently being processed through a statutory Resource Management Act 1991 (RMA) process that SDC will make the final decision on. SDC are supportive of the process as it aligns with a number of planning documents and directions managing growth in Selwyn and Greater Christchurch. The Fast Track Consenting Application (FTCA) process is appropriate to occur for the following reasons:</p> <ol style="list-style-type: none">1. This area has been identified as part of the strategic planning for the district for over a decade and is an area identified in the Rolleston Structure Plan.2. Strategic infrastructure planning has been considered over the last decade for development to occur in this location, including through successive Long Term Plans and 30 year Infrastructure Plans.3. The Future Development Strategy (FDS) for Greater Christchurch (known as 'Our Space') identified this area, among others in south Rolleston, as Future Urban Development Areas to support the medium to long-term growth within the Greater Christchurch area of Selwyn.4. Proposed Change 1 to Chapter 6 of the Canterbury Regional Policy Statement (CRPS) has recently been notified under a Streamlined Planning Process. This Change seeks to recognise the Future Urban Development Areas identified in the in CRPS

	<p>and provides a policy response framework for growth into these areas where there is an identified capacity issue.</p> <ol style="list-style-type: none"> 5. The area has also been identified as an 'Urban Growth Overlay' in the Selwyn Proposed District Plan to recognise and protect this area for urban development in line with the above strategic directions. 6. On-going high growth rates in Selwyn, and particularly Rolleston, has led to a SDC identifying a shortfall in existing residential zoned land capacity for housing to meet medium term demand. This proposal will help address some of these capacity issues in line with the strategic planning and the Proposed Change to the CRPS. <p>In considering the purpose of the Act SDC notes that there are number of elements that would meet the Acts purpose, in particular the increase in housing supply.</p>
<p>General comment – significant issues</p>	<p>Although supportive of the use of the Act in this instance, Council is concerned about the reduction in public participation. If referred, the FTCA would in effect circumvent the public process that would have otherwise occurred through the Plan Change 64 process (PC64). PC 64 has already been publically notified and has attracted submissions from 11 parties including, Greater Christchurch Partners. If the application is referred it is SDC's strong recommendation that the Minister, under s24(2)(e) of the Act, invite comments from all the submitters on PC64 (submitter list and submissions attached). It is also recommended, that if referred, the Minister direct that a hearing be held in accordance with Cl6 s21 of the Act so that those that do provide comments can be heard. If this occurs, the process will resemble to a degree the statutory process that would otherwise occur through PC 64. This would help satisfy SDC concerns and provide for greater participation, transparency and due consideration of the issues.</p> <p>SDC will also be happy to nominate a representative for the Panel.</p> <p>Key issues rising from submissions that will need to be considered by a Panel, should this FTCA be referred, include:</p> <ul style="list-style-type: none"> - Increased traffic including, downstream traffic impacts and the facilitation of a mode shift and increased public transport to reduce these effects. - Residential density - Integration of affordable housing - Reverse sensitivity effects <p>Aside for the matters raised in submissions other key considerations are outlined further below in response the Ministers specific questions.</p>

Is Fast-track appropriate?	<p>Yes. As detailed above this proposal meets the purpose of the act and forms part of local and sub-regional strategic planning. It will also help address identified land capacity issues for Rolleston.</p> <p>SDC is also supportive of the process, as it will have advantages of speeding up the process to deliver on a need for housing supply. PC64 is still progressing through the statutory plan change process and a hearing is planned for April. Although there may be some alignment in timing of the hearing with a possible FTCA the completion of PC64 may be some time after April and, if approved, the subsequent subdivision process will still need to occur as well. Factoring in the hearing on PC64 and the decision making timeframes, including the appeal period, PC64 may not be operative (if approved) until June 2021. PC64 will also be subject to appeals on substantive matters that could add significant time to the process. Following any approval of PC64 the subdivision process will also need to occur before final approval for development is complete. Should the FTCA follow due course and be approved it could provide a decision and the ability to begin development some months ahead of the RMA process and without the added uncertainty of an appeal.</p>
Environmental compliance history	The applicant has worked in the SDC region for over a decade in number of residential and business developments and to date has not had any environmental compliance issues with SDC.
Reports and assessments normally required	<p>Planning Assessment</p> <p>Economic Assessment</p> <p>Transport Assessment</p> <p>Geotech Assessments</p> <p>Contaminated Land Assessments</p> <p>Design Assessment</p>
Iwi and iwi authorities	<p>Te Rūnanga o Ngāi Tahu</p> <p>Te Taumutu Rūnanga,</p> <p>Te Rūnanga o Ngāi Tūāhuriri,</p>
Relationship agreements under the RMA	Relationship Agreement with Mahaanui Kurataiao Limited
Insert responses to other specific requests in the Minister's letter (if applicable)	<p>1. Are there any reasons that you consider it more appropriate for the Project, or part of the Project, to continue to proceed through existing Resource Management Act 1991 (RMA) consenting processes rather than the processes in the FTCA?</p> <p>Only in that, there is restricted participation for comments in the FTCA. This concern can be overcome by ensuring the submitters on PC64 are invited to comment under s24(2)(e) of the Act.</p> <p>Not a significant issue but if any FTCA is approved then there will be RMA administration issues going forward if PC64 does not then proceed. Without the completion of PC64 the underlying zone for the area will remain rural and may pose issues for any additional developments and future land use consents as they will be considered under a District Plan rural</p>

zone rule framework rather than an urban one. This can be addressed by completing the PC64 process to rezone the land (can still occur even if the FTCA is granted) or by 'tidying up' the rezoning through the District Plan Review, which the applicant has submitted on.

2. When is the hearing for plan change 64 proposed?

A date has not been set but it is likely to occur in April 2021. See also comments under the question 'Is Fast-track appropriate' about the overall process.

3. Are there any adverse effects on adjacent or overall traffic management due to the proposed development given that the development of this scale may require upgrades of adjacent and overall road networks?

The Springston Rolleston Road and Selwyn Road intersection has been identified as a key transport safety issue. Council LTP and NZTA planning has identified this for upgrades proposed for 2024-2027 as part of a wider plan to upgrade the Selwyn Road corridor to cater for general growth in the area. However, as part of on-going discussions with the applicant, there has been progress in developing solutions to upgrade this intersection to meet this timeframe as early as possible and as part of the overall subdivision development, should it proceed.

Council's Transportation Manager is comfortable the appropriate solution will be found from the investigation work already underway with the Applicant and agreed is happy with the FTCA process to proceed subject to appropriate conditions being developed.

Submitters have raised a number of transport issues that would need to be considered through any FTCA process. Chiefly, this includes cumulative effects, including downstream effects, of the project on the transport system. Council has a traffic model for Rolleston that is available to the applicant to undertake transport assessments. As discussed above, if the FTCA is referred, the Minister should provide a direction that all submitters on PC64 be invited to comment and that a hearing be held to hear those comments.

4. Is three waters (stormwater, water supply and wastewater) infrastructure currently available to service the proposed development? If not, when is it likely to become available?

Infrastructure for storm water and water is available to service the proposed development. However, there are capacity issues in the wastewater infrastructure network, with regard to the location and size of existing the pump stations. SDC has

	<p>planned in its LTP for a new pump station to be developed in 2022 to the south west of Rolleston to address this issue. This would ensure the proposal could be sufficiently serviced for wastewater. SDC engineers are in discussion with the applicant about how this project can be brought forward if required. It's noted that the timing of the development subject to the FTCA may well align with the Councils planned upgrades and pump station development any way.</p> <p>Council's Asset Manager Water Services is comfortable that the appropriate solution will be found and agreed and is happy with the FTCA process to proceed subject to appropriate conditions being developed.</p> <p>5. Does the applicant, or a company owned by the applicant, have any environmental regulatory compliance history in your District?</p> <p>No.</p>
Other considerations	N/A


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Plan Change 64 Submitter Details and Summary of Submissions

SubmitterID	Submitter Name	Late	Could Gain Advantage	Directly Affected	Wish To Be Heard	Consider Joint Case	Contact Name	Contact Organisation	s 9(2)(a)
PC64-0001	Mr Martin Towers		No		No	No	Mr Martin Towers		
PC64-0002	Nathaniel Heslop		No		No		Nathaniel Heslop		
PC64-0003	Christchurch City Council						Emily Allan	Christchurch City Council	
PC64-0004	Tania & Michael Croucher		No		Yes		Tania & Michael Croucher		
PC64-0005	New Zealand Defence Force		No		Yes		Sarah Bevin	C/- Tonkin & Taylor	
PC64-0006	Canterbury Regional Council (Environment Canterbury)		No		No		Tammy Phillips	Canterbury Regional Council (Environment Canterbury)	
PC64-0007	Michael Quinn		No		Yes		Michael Quinn		
PC64-0008	Ministry of Education		No		Yes		Morgan Fallowfield	Beca Ltd	
PC64-0009	Freelance Canterbury Ltd C/-JP Singh		No		Yes		Lisa Steele	Planz Consultants Ltd	
PC64-0010	Peter Tilling	Yes	No		Yes		Trudi Burney	Eliot Sinclair	
PC64-0011	Canterbury District Health Board	Yes	No		No		Canterbury District Health Board		

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Submitter ID	Submitter ID:Submitter Name	Point #	Position	Summary	Decision Requested
PC64-0001	Mr Martin Towers	001	Oppose	Concern that more houses means more people going to work, and unless there are more employment opportunities in Rolleston, most will travel into the city, putting more cars on the road with all the associated consumption of fuel and materials, extending delays and prompting further road developments, which appears inconsistent with the ambitions for sustainability that are talked about so much.	That consent for large residential developments be suspended until it can be shown that transport arrangements are in place that are more economical in all aspects - travel time, carbon emissions, road loading, cost etc.
PC64-0002	Nathaniel Heslop	001	Support In Part	Concerned that increased traffic from Faringdon and Acland Park subdivisions will make it difficult to turn right onto what is a main arterial route.	That lights be installed at Northmoor Boulevard and Springston-Rolleston Road intersection to ensure traffic turning right can access arterial route without significant delays or increased risk of crashes.
PC64-0002	Nathaniel Heslop	002	Support In Part	Noticed that a significant number of vehicles already turn right at Selwyn Road / Springston-Rolleston intersection and continue up to Shands Road to avoid bottleneck at Selwyn Road / Shands Road.	That lights be installed at the intersection of Selwyn Road and Springston Rolleston Road to reduce the uncertainty of drivers due to the existing road alignment.
PC64-0002	Nathaniel Heslop	003	Support In Part	Support a bus route being created along Northmoor Boulevard, making buses more accessible for a significant portion of houses in South Faringdon and in the new subdivision where medium intensity housing is proposed in plan.	That a bus route be provided along Northmoor Boulevard.
PC64-0002	Nathaniel Heslop	004	Support In Part	Consider that cycleways connecting with the Rolleston-Lincoln cycleway are important.	Support increased off-road cycleways to connect Rolleston, which are safer and provide reassurance for users.
PC64-0002	Nathaniel Heslop	005	Oppose In Part	Consider that the line of trees on the western boundary of the Faringdon South East ODP area should be retained as these create a visual landmark and also windbreak for trees.	That the line of trees on western boundary of Faringdon South East ODP be retained.
PC64-0002	Nathaniel Heslop	006	Oppose In Part	Consider increasing the size of the Neighbourhood Centre shown on the Faringdon South East ODP as the bulk of Rolleston shops are at the other end of town and Southpoint is small and quaint but lacks substance for retail choice. This would reduce traffic across town.	That the Neighbourhood Centre in the Faringdon South East ODP area be increased in size to provide more commercial and retail space.
PC64-0003	Christchurch City Council	001	Oppose	Concerned that the plan change request does not adequately support the integration of transport and land uses so as to reduce dependency on private motor vehicles; reduce greenhouse gas emissions; manage network congestion, particularly in terms of the downstream effects on the Greater Christchurch network or promote active and public transport modes.	That, prior to any residential development, a funded and implemented public transport system service that provides an economically sustainable attractive alternative relative to private vehicle travel and that an assessment of the downstream effects from the development on the Greater Christchurch transport network is undertaken.
PC64-0003	Christchurch City Council	002	Oppose	Concerned that the plan change request is intending to provide 12 households/hectare while the submitter has previously sought a higher minimum density requirement of 15 households/hectare, which would better achieve efficiencies in coordination of land use and infrastructure, support mixed land use activities, support multi-modal transport systems and protect the productive rural land resource.	That the plan change be refused unless, it provides a minimum density of 15 households per hectare, and that relevant recommendations of the Greater Christchurch Density Review be incorporated in the Plan Change.
PC64-0003	Christchurch City Council	003	Oppose	Concerned that the proposed plan change may impact on the availability of highly productive land for primary production now and for future generation.	That the plan change be refused unless further, more detailed, assessment of the impact on versatile soils from development in this area, and how to mitigate the impact, is undertaken.
PC64-0003	Christchurch City Council	004	Oppose	That the plan change incorporates the relevant recommendations of the Greater Christchurch Social and Affordable Housing Action Plan.	That the plan change be refused unless, the relevant recommendations of the Greater Christchurch Social and Affordable Housing Action Plan be incorporated in the Plan Change.
PC64-0004	Tania & Michael Croucher	001	Oppose	Considers that, in the context of the wider township of Rolleston, the proposed plan change does not provide a variety of residential house types, lifestyles and price points when all sections will be within an average of 500 – 650m², or that the sites can be considered as large, when the various zones provide for an average of 1200m².	Amend the ODP to provide a Living 1B zone (1200m² average) within the area highlighted with a blue cloud. 

PC64-0004	Tania & Michael Croucher	002	Oppose	Opposes the density of 12 household units per hectare which is proposed to be delivered by the plan change, as considers that this provides for higher densities further away from the Town Centre which is contrary to the CRPS and the Rolleston Structure Plan's Design Principle 4, which both promote higher density at nodal points, matching population density with centres of activity and high amenity.	Amend the ODP to provide a Living 1B zone (1200m ² average) within the area highlighted with a blue cloud. 
PC64-0005	New Zealand Defence Force	001	Neither Support Nor Oppose	NZDF wishes to highlight the critical importance of Burnham Military Camp and the importance of avoiding reverse sensitivity effects on its ongoing operations and functioning. The Camp hosts a wide variety of activities, and reverse sensitivity can represent a major challenge to the continued operation of NZDF's facilities.	NZDF seeks to ensure that the operation of Burnham Military Camp is not affected by this Plan Change and resulting increase in residential development in the surrounding area, particularly in terms of ensuring safe and efficient access to and from the Camp, the potential traffic and transport effects on the Camp, along with reverse sensitivity effects.
PC64-0006	Canterbury Regional Council (Environment Canterbury)	001	Neither Support Nor Oppose	Considers that, in terms of the actions identified in the future development strategy for Greater Christchurch, <i>Our Space 2018-2048: Greater Christchurch Settlement Pattern Update - Whakahāngai O Te Hōrapa Nohoanga (Our Space 2018-2048)</i> , and to be considered as delivering significant development capacity under Policy 8 of the National Policy Statement-Urban Development, the plan change change should better support identified housing needs.	That consideration is given through future processes to the nature of residential development proposed for the sites in order that it could be justified as delivering significant development capacity for the District and, in particular, that housing densities and typologies are appropriate and linked to housing needs identified in the capacity assessment collaboratively prepared by councils in the Greater Christchurch area.
PC64-0006	Canterbury Regional Council (Environment Canterbury)	002	Neither Support Nor Oppose	Considers that the the plan change request should coordinate the staging of development, both within the internal areas of each development block and between adjacent development sites, to ensure that effective public transport access can be provided and maintained.	That consideration is given through future processes to appropriate mechanisms that ensure timely and effective public transport access to and through the sites and, in particular, that the primary public transport link to Faringdon Boulevard to the north is expedited to enable public transport services at the earliest opportunity.
PC64-0007	Michael Quinn	001	Oppose In Part	Concerned about the implications of costs associated with boundary fencing and the integration of existing hedge rows due to change of zoning to both the plan change area and possibly to own land in the future.	That the developer pay for any boundary fencing required at the time of development, or that time be provided negotiate an alternative.
PC64-0008	Ministry of Education	001	Neither Support Nor Oppose	Lemonwood Grove School is located at the edge of current urban development and opposite the Faringdon South West Outline Development Plan area. There are existing footpaths along the eastern side of East Maddisons Road but no pedestrian crossing facilities on East Maddisons Road adjacent to the school. While footpath provision is indicated to be included along the western side of East Maddisons Road, no reference in the application to the provision of pedestrian crossing facilities across East Maddisons Road to the school.	That the proposal addresses the provision of safe crossing facilities across East Maddisons Road.
PC64-0008	Ministry of Education	002		The proposed increase in urbanisation of the immediate area creates the opportunity for the current speed limits to be reviewed to provide an overall safer road environment, and a speed limit of 50km/h may be more appropriate, particularly for East Maddisons Road given the projected residential development on both sides and the movement of pedestrians, including students across East Maddisons Road to access Lemonwood Grove School.	That a speed limit review for the area to determine the safe and appropriate speed for when the area is developed, particularly for East Maddisons Road.
PC64-0009	Freelance Canterbury Ltd C/-JP Singh	001	Neither Support Nor Oppose	That the Plan Change, as notified, would level 545 East Maddisons Road as a small, isolated pocket of rural zoned land, surrounded on four sides by land zoned for residential development.	That the plan change be amended to include 545 East Maddisons Road, and that this parcel be rezoned from Rural (Inner Plains) to Living Z and that the layout of the secondary roads shown on the proposed ODP be positioned to minimise impacts on the future development potential of this property.
PC64-0009	Freelance Canterbury Ltd C/-JP Singh	002	Neither Support Nor Oppose	The intersection of Goulds and East Maddisons Roads is complex and consideration has been given in the past to options for reconfiguring it.	That, should the Plan Change application be granted, the ODP road layout is designed to ensure that the intersection of Goulds and East Maddisons Roads continues to operate safely and efficiently.
PC64-0009	Freelance Canterbury Ltd C/-JP Singh	003	Neither Support Nor Oppose	Supports the development of local and neighbourhood centres to meet the needs of local communities however, in light of the conclusions of the applicant's own economic assessment, considers that the proposed neighbourhood centres may be larger than that which could be sustained by the local population and could be reduced in size, to minimise the possibility of adverse effects on Rolleston's other centres.	That, in light of the conclusions of the applicant's own economic assessment, consideration should be given to the scale of the proposed commercial centres.
PC64-0010	Peter Tilling	001	Oppose In Part	That it is inappropriate to re-zone the Faringdon South West land without the inclusion of the land at 545 East Maddisons Road, being the submitters site, as it is inconsistent with overarching strategic planning framework with required integrated development in National, Regional and District contexts and will create the isolation of one rural allotment.	That PC64 be declined in part (being the area described as Faringdon South West), unless the site at 545 East Maddisons Road is included and the submitters proposed alternative ODP be incorporated within the provisions of the Selwyn District Plan (including the planning maps) to provide for high amenity and integrated development to occur as part of PC64. Supporting documentation has been provided in support of decision requested.

PC64-0011	Canterbury District Health Board	001	Neither Support Nor Oppose	The CDHB seeks to ensure that adequate lateral infrastructure is provided to service this proposed development allowing for future population increases, this includes but is not limited to; drinking water supply, wastewater services and stormwater management.	Treatment facilities associated with the development must also have capacity for future demand including but not limited to drinking water treatment and wastewater treatment.
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From: [Plan Change 64](#)
To: s 9(2)(a)
Cc: [Submissions](#)
Subject: Copy of your submission on Proposed Plan Change 64
Date: Monday, 26 October 2020 2:51:59 p.m.

Submitter ID: PC64-0001

Submitter Name: Mr Martin Towers
Submitter Address: s 9(2)(a)
City/Town: Lincoln
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Contact Name: Mr Martin Towers
Contact Organisation:
Contact Address: s 9(2)(a)
City/Town: Lincoln
Postcode: 7608
Contact Email: s 9(2)(a)
Contact Phone Number:

Trade Competition Declaration

I could gain an advantage in trade competition through this submission.

No

If yes: I am directly affected by an effect of the subject matter of the submission that
(a) adversely effects the environment; and
(b) does not relate to trade competition or the effects of trade competition.

Hearing Options

Do you wish to be heard in support of your submission?

If you choose yes, you can choose not to speak when the hearing date is advertised.

No

If others are making a similar submission would you consider presenting a joint case with them at the hearing?

No

Point 1

Provisions to which my/our submission relates:

To build 930 houses in Rolleston

My position on this provisions is:

Oppose

The reasons for my/our submission are:

Primarily my interest is environmental.

Simplified my logic is this: 930 houses means around 930 people going to work. Unless there are 930 vacancies in Rolleston, most will travel into the city, putting 930 more cars on the road with all the associated consumption of fuel and materials, extending delays and prompting further road developments.

I find the recent developoment of Lincoln and Rolleston as satellite dormitory settlements for the City to be baffling when considered with all the ambitions for sustainability that we talk about so much.

The decision I/we want Council to make:

I suggest that consent for large residential developments be suspended until it can be shown that transport arrangements are in place that are more economical in all aspects - travel time, carbon emissions, road loading, cost etc. Some push back to encourage building houses where the work is.

Point 2

Provisions to which my/our submission relates:

My position on this provisions is:

The reasons for my/our submission are:

The decision I/we want Council to make:

Point 3

Provisions to which my/our submission relates:

My position on this provisions is:

The reasons for my/our submission are:

The decision I/we want Council to make:

Point 4

Provisions to which my/our submission relates:

My position on this provisions is:

The reasons for my/our submission are:

The decision I/we want Council to make:

Point 5

Provisions to which my/our submission relates:

My position on this provisions is:

The reasons for my/our submission are:

The decision I/we want Council to make:

Point 6

Provisions to which my/our submission relates:

My position on this provisions is:

The reasons for my/our submission are:

From: [Plan Change 64](#)
To: s 9(2)(a)
Cc: [Submissions](#)
Subject: Copy of your submission on Proposed Plan Change 64
Date: Tuesday, 3 November 2020 1:33:46 p.m.

Submitter ID: PC64-0002

Submitter Name: Nathaniel Heslop

Submitter Address: s 9(2)(a)

City/Town: Rolleston

Postcode: 7615

Contact Name: Nathaniel Heslop

Contact Organisation:

Contact Address: s 9(2)(a)

City/Town: Rolleston

Postcode: 7615

Contact Email: s 9(2)(a)

Contact Phone Number: s 9(2)(a)

[Trade Competition Declaration](#)

I could gain an advantage in trade competition through this submission.

No

If yes: I am directly affected by an effect of the subject matter of the submission that

(a) adversely effects the environment; and

(b) does not relate to trade competition or the effects of trade competition.

[Hearing Options](#)

Do you wish to be heard in support of your submission?

If you choose yes, you can choose not to speak when the hearing date is advertised.

No

If others are making a similar submission would you consider presenting a joint case with them at the hearing?

No

Point 1

Provisions to which my/our submission relates:

5.1 Traffic Flows

My position on this provisions is:

Support In Part

The reasons for my/our submission are:

If a local secondary

road created we will likely use this route and turn right onto Springston

Rolleston Road to continue east to town. We are concerned that increased traffic

from Faringdon and Acland Park subdivisions will mean it is difficult to turn

right onto what is a main arterial route.

The decision I/we want Council to make:

Insert lights at Northmoor Boulevard and Springston-Rolleston Road intersection to ensure traffic turning right can access arterial route without significant delays or increased risk of crashes.

Point 2

Provisions to which my/our submission relates:

7.1 Traffic Generation

My position on this provisions is:

Support In Part

The reasons for my/our submission are:

We travel to Christchurch for work and notice a significant number of vehicles already turn right at Selwyn Road / Springston-Rolleston intersection and continue up to Shands Road to avoid bottleneck at Selwyn Road / Shands Road.

The decision I/we want Council to make:

Consider inserting lights at this intersection. We have also noticed uncertainty with drivers because the Selwyn Road is not aligned, so that additional caution is needed if a car wishes to turn right on Springston-Rolleston at the same time a car opposite wishes to turn right onto Springston-Rolleston. This intersection needs to be improved to avoid crashes.

Point 3

Provisions to which my/our submission relates:

5.2 Non-car modes of transport

My position on this provisions is:

Support In Part

The reasons for my/our submission are:

We support a bus route being created along Northmoor Boulevard.

The decision I/we want Council to make:

Install a bus route along Northmoor Boulevard. This will make access to buses more accessible for a significant portion of houses in South Faringdon and in the new subdivision where medium intensity housing is proposed in plan. This would be more consistent with UPS on Urban Development (allowing higher density housing along public transport routes).

Point 4

Provisions to which my/our submission relates:

4.1 Structure Plan

My position on this provisions is:

Support In Part

The reasons for my/our submission are:

We support increased off-road cycleways to connect Rolleston. Our kids are anxious and off-road cycleways have additional safety and provide reassurance for our kids.

The decision I/we want Council to make:

We think cycleways connecting with the Rolleston-Lincoln cycleway are important

Point 5

Provisions to which my/our submission relates:

6.2 Proposed ODP

My position on this provisions is:

Oppose In Part

The reasons for my/our submission are:

We think the line of trees on the western boundary should be retained. This creates a visual landmark and also windbreak for trees. We notice the developer is already clearing the site. Urgent Council action should be taken to ensure this tree belt is retained.

The decision I/we want Council to make:

Retain line of trees on western boundary of Eastern ODP.

Point 6

Provisions to which my/our submission relates:

6.2 Proposed ODP

My position on this provisions is:

Oppose In Part

The reasons for my/our submission are:

We would like to see a larger Neighbourhood Centre in the Eastern ODP. The bulk of Rolleston shops are "at the other end of town". Southpoint is small and quaint but lacks substance for retail choice.

The decision I/we want Council to make:

Increase commercial space in Eastern ODP for a number of retail stores. This would reduce traffic across town.

Point 7

Provisions to which my/our submission relates:

My position on this provisions is:

The reasons for my/our submission are:

The decision I/we want Council to make:

Point 8

Provisions to which my/our submission relates:

My position on this provisions is:

The reasons for my/our submission are:

The decision I/we want Council to make:

Point 9

Provisions to which my/our submission relates:

My position on this provisions is:

The reasons for my/our submission are:

The decision I/we want Council to make:

Point 10

Provisions to which my/our submission relates:

My position on this provisions is:

The reasons for my/our submission are:

The decision I/we want Council to make:

Point 11

Provisions to which my/our submission relates:

My position on this provisions is:

The reasons for my/our submission are:

The decision I/we want Council to make:

Point 12

Provisions to which my/our submission relates:

My position on this provisions is:

11 November 2020

Selwyn District Council
Freepost 104 653,
PO Box 90
ROLLESTON 7643

Email: submissions@selwyn.govt.nz

Christchurch City Council submission on the Private Plan Change 64 Request to rezone land from Rural Inner Plains to Living Z, Farringdon, South Rolleston.

Introduction

1. Christchurch City Council (the Council) thanks Selwyn District Council for the opportunity to provide comment on the Application for Private Plan change – Farringdon (South Rolleston). The request seeks to rezone approximately 83.9 hectares of land, which would result in the ability to provide for 997 residential allotments comprising 589 in the south west block and 408 in the south east block.

Summary

2. Our Submission addresses:
 - a. The potential wider transport effects on Christchurch City;
 - b. Residential density;
 - c. Versatile soils; and
 - d. Social and Affordable Housing.
3. Christchurch City Council (hereafter referred to as "Council") is supportive of growth in the towns in Selwyn District to support the local needs. Council has and continues to be supportive of the work that Selwyn District Council has undertaken in conjunction with the other Greater Christchurch Partners on anticipated density for development opportunities to provide for a compact and sustainable urban form.
4. The Council seeks a funded and implemented public transport system to service the site prior to any residential development that provides an economically sustainable attractive alternative relative to private vehicle travel. Council also seeks that, as stated in Our Space 2018-2048, an assessment of the downstream effects from the development on the Greater Christchurch transport network, is undertaken.
5. The Council seeks a minimum level of density for the development of 15 households per hectare, and that relevant recommendations of the Greater Christchurch Density Review be incorporated in the Plan Change.
6. The Council seeks that, as stated in Our Space 2018-2048, further more detailed assessment of the impact on versatile soils from development in this area, and how to mitigate the impact, is undertaken.

7. The Council seeks that the relevant recommendations of the Greater Christchurch Social and Affordable Housing Action Plan be incorporated in the Plan Change.

Transport

8. The direction in the National Policy Statement on Urban Development (NPS-UD) is for good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport and to support reductions in greenhouse gas emissions.
9. Objective 3 of the NPS-UD anticipates that the urban environment is either in or near a centre zone with many employment opportunities, is well serviced by public transport or is an area in high demand for housing relative to other areas in the urban environment. It is unclear how the request meets any of these requirements. The site is primarily residential in nature with low employment opportunities, on the outskirts of Rolleston township. There are poor public transport services provided, as identified in the traffic assessment, with no current or planned infrastructure upgrades identified to fund and increase public transport services. No evidence has been provided in the request to support the site as being in higher demand for housing opportunities than other rural land available in Rolleston, especially closer into Rolleston township and employment opportunities.
10. The application does not address the difference between accessibility through public or active transport, and car based connections to employment. As mentioned before, the location of the site does not provide sufficient local employment to meet the needs for the potential residents, and the travel times to reach major employment hubs such as the Christchurch city centre would take approximately 30 minutes via car and almost 90 minutes via bus. The inclusion in the request that it is possible to provide public transport does not address this disparity and promotes the reliance on car based transport. Council is unclear how this will achieve a reduction in greenhouse gas emissions, which is a requirement in the definition for a well-functioning urban environment in the NPS-UD.
11. The integration of transport and land use in Objective 6.2.4 of the Canterbury Regional Policy Statement (CRPS) provides clear direction that new settlements in the Greater Christchurch region are planned in a way to reduce dependency on private motor vehicles, reduce emissions, manage network congestion and promote active and public transport modes. The lack of an integrated public transport system to service the development and the high percentage of residents who work or go to school in Christchurch would result in the development likely being contrary to Objective 6.2.4 in the CRPS.
12. Action 9b of *Our Space 2018-2048 (Greater Christchurch Settlement Pattern Update - Whakahāngai O Te Hōrapa Nohoanga)* states that:

Selwyn and Waimakariri District Councils are required “to undertake structure planning (**including the consideration of development infrastructure and the downstream effects on the Greater Christchurch transport network**) and review of District Plans over the next year for the identified Future Development Areas in the 2019 Canterbury Regional Policy Statement (CRPS) Change set out in Action 9a” (*Our Space*, Page 41 – emphasis added).
13. This action was agreed to by Selwyn District Council as a partner to the GCP. The request does not adequately assess the downstream effects on the Greater Christchurch network, as

required by this action. Without a funded and established public transport network to service the site, it is likely that this development will impact on the ability of the Council to manage the downstream transport network.

14. An Integrated Transport Assessment (ITA) by Carriageway Consulting dated 12 December 2019 has been provided with the request as Appendix B. In point 8.2.2 of the ITA it states:

"It is anticipated that the roads within the ODP areas will meet the Council's standards for new roads, including the provisions of footpaths and cycling infrastructure **where necessary**" (ITA page 26 – emphasis added). Providing active transport modes only 'where necessary' will limit the connections needed across the development area to enable maximum uptake in use.

15. The ITA also states in point 3.3.1 that:

"Certain of these [referring to existing footpaths] are sufficiently wide to accommodate a shared walking and cycling path, although there is presently no signage to indicate shared use." (ITA page 11). The lack of signage for a shared pathway will limit the use of this infrastructure.

16. With a disjointed approach to new active transport infrastructure as identified in point 8.2.2 and the lack of signage for existing infrastructure identified in point 3.3.1 of the ITA, Council raises concern that the development will not encourage active transport modes.

17. The ITA assessed the extent of the existing public transport services for the development area and stated in 5.2.2 that:

"The extent of public transport services is largely dependent upon the number of potential passengers in an area, which in this case is currently minimal. As the extent of residential development increases then the number of potential passengers will also increase, and this means that it is likely that bus services could be extended. At present though there are no scheduled bus services in the immediate area." (ITA page 17). The lack of existing or planned public transport services for the development site raises concern to Council.

18. The Statistics New Zealand 2018 Census data identifies that for Rolleston North West, 1,941 (86%) of people leave for work or school. Of these, 786 people travel into the Christchurch City Council rohe which equates to approximately 40%. The Statistics New Zealand 2018 Census data identifies that for Rolleston South West, 1,311 (71%) of people leave for work or school. Of these, 552 people travel into the Christchurch City Council rohe which equates to approximately 42%. For both Rolleston North West and South West the primary mode of transport is private car, truck or van.

19. The further information response provided by Mr Carr on 20 August 2020 identifies two reasons to support the position that the traffic generated by the development of the plan change area will not give rise to any adverse efficiency-related effects on the wider roading network. These reasons are that as distance from the plan change area increases, the traffic effects become more dispersed as drivers have an increasing choice of possible routes, and that Selwyn has experienced an increase in employment opportunities. However, these reasons do not account for the data from the 2018 census which identified Christchurch as the destination for work and school for approximately 40% of residents from Rolleston

North West and South West. The route variations and subsequent dispersal of traffic will be determined by the most efficient routes available to move between these two destinations, which will vary over time as congestion and journey times increase along the most efficient routes. The movement of people needs to be considered in the context of use, as general dispersal does not account for the large percentage of the population moving between two set destinations. Additionally, the economic growth opportunities in Selwyn have increased as a percentage over time although Christchurch City continues to provide the predominant employment opportunities in the region. In 2018 the rate of employment growth from the previous year was 5.3% for Selwyn and 3.2% for Christchurch. This growth needs to be put in the context of the population growth, as according to Stats NZ population estimates, during this time population growth in Selwyn was growing at 6%, whereas in Christchurch City it was growing at 1.5%. Therefore employment growth in Selwyn did not keep up with population growth, whereas employment growth in Christchurch is higher than population growth, indicating that some new Selwyn residents may be seeking employment opportunities in Christchurch City.

20. In May 2019 the Council declared a climate emergency to enable climate to be a primary consideration for long-term planning and set the target for Christchurch to be a carbon neutral city. Transport planning and infrastructure is a significant component of moving to a carbon neutral city and it is important that new urban growth areas occur in locations which align with this wider climate change objective. This has been reinforced with the emphasis in the NPS-UD to build urban environments that are resilient to the likely current and future effects of climate change.
21. An increase in commuter traffic into Christchurch City, means more people making more trips. The result will be increased emissions, congestion and longer journey times.
22. Reducing private motor vehicle dependency is important for improving sustainability by reducing emissions and the significant adverse effects of downstream traffic within Christchurch City. The Greater Christchurch Partnership have adopted the Regional Mode Shift Plan to support this. New urban growth areas and development should be of a form which enables viable public transport services. The appropriate urban form, and provision for public transport in new urban growth areas and development, is critical in achieving those outcomes.
23. The Council seeks a funded and implemented public transport system to service the site, including connections to Christchurch City, prior to any residential development.

Density

24. The plan change request is only intending to provide 12 households/hectare. The Council has previously sought a higher minimum density requirement of 15 households/hectare. Increased densities would better achieve efficiencies in coordination of land use and infrastructure, support mixed land use activities, support multi-modal transport systems and protect the productive rural land resource. In response to this the GCP has commissioned a technical report on density to achieve the agreed actions in Our Space. This report will provide direction on the appropriate level of density in the Greater Christchurch area includes minimum density requirements. Council seeks that a minimum density requirement of 15 households/hectare, and the recommendations of the report, when it is finalised, are included in the plan change.

25. Council also has concern at the land capacity assessment included with the request which discounts zoned vacant land which is not yet on the market. While land banking can disrupt immediate land availability, capacity assessments forecast over the short, medium and long term to determine feasible land supply and demand. To remove land from this assessment due to current market decisions undermines the long term nature provided for in capacity assessments.

The value of rural production land

26. The proposed National Policy Statement for Highly Productive Land (pNPS-HPL) identifies fragmentation of our productive land as a national resource management issue which needs to be addressed to enable the availability of highly productive land for primary production now and for future generations.
27. The request proposes the rezoning of rural land to residential land, although concludes that the extent of land to be rezoned is insignificant comparatively to the amount of rural land available in Selwyn. However, this does not address the cumulative effects of the fragmentation of rural land.
28. Productive land in the Canterbury region holds substantial value as it contributes to the sustainability of the region through providing land on which locally grown and sourced produce can be farmed appropriately. This then reduces the transport costs associated with the distribution of food to the Christchurch City and provides for a variety of land uses in the surrounding region.
29. Objective 8 of the NPS-UD anticipates that urban environments are resilient to the current and future effects of climate change. Protecting highly productive land in proximity to the Christchurch City is essential for achieving this objective.
30. The Council acknowledges that the proposed sites for development have been identified by Selwyn District Council as possible future development areas. To enable development in this location, an amendment to the CRPS Map A is being considered, but not yet notified. This plan change request has been initiated prior to the signalled statutory process required to amend Map A in the CRPS.
31. *Our Space 2018-2048 (Greater Christchurch Settlement Pattern Update - Whakahāngai O Te Hōrapa Nohoanga)* states that:
- "Further more detailed assessment of these future growth areas will be required, and undertaken as part of district plan reviews, and can address any new requirements relating to managing risks of natural hazards and **mitigating impacts on versatile soils**" (Our Space, Page 37 – emphasis added).
32. Council seeks that this further more detailed assessment of the impact on versatile soils from development in this area, and how to mitigate the impact, is undertaken.
33. If the Canterbury region is to become carbon neutral, providing for highly versatile and productive land in proximity to the city is essential.

Social and Affordable Housing

34. The GCP are working together on developing a Social and Affordable Housing Action Plan. The Council request that the relevant recommendations of the Social and Affordable Housing Action Plan be incorporated in the Plan Change.

Relief Sought

35. That unless the concerns outlined above are addressed, the plan change is refused.

Thank you for the opportunity to provide this submission.

For any clarification on points within this submission please contact Emily Allan, Policy Planner, at s 9(2)(a)

Yours faithfully



Lianne Dalziel
Mayor of Christchurch

Released under the provision of
the Official Information Act 1982

From: Plan Change 64 [<mailto:NoReply@selwyn.govt.nz>]

Sent: Wednesday, 18 November 2020 2:17 p.m.

To: s 9(2)(a)

Cc: Submissions <submissions@selwyn.govt.nz>

Subject: PC64-0004 Copy of your submission on Proposed Plan Change 64

Submitter ID: PC64-0004

Submitter Name: Tania & Michael Croucher

Submitter Address: s 9(2)(a)

City/Town: Springston

Postcode: 7678

Contact Name: Tania & Michael Croucher

Contact Organisation:

Contact Address: s 9(2)(a)

City/Town: Springston

Postcode: 7678

Contact Email: s 9(2)(a)

Contact Phone Number: s 9(2)(a)

Trade Competition Declaration

I could gain an advantage in trade competition through this submission.

No

If yes: I am directly affected by an effect of the subject matter of the submission that

(a) adversely effects the environment; and

(b) does not relate to trade competition or the effects of trade competition.

Hearing Options

Do you wish to be heard in support of your submission?

If you choose yes, you can choose not to speak when the hearing date is advertised.

Yes

If others are making a similar submission would you consider presenting a joint case with them at the hearing?

Yes

Point 1

Provisions to which my/our submission relates:

CANTERBURY REGIONAL POLICY STATEMENT 2013 Chapter 5 – Land-Use and Infrastructure
5.2 Objectives 5.2.1(2)(i)

My position on this provisions is:

Oppose

The reasons for my/our submission are:

Plan Change 64

"potential conflict is expected to be limited due to the land use history of the area and use of **larger lot sizes on the eastern periphery of the two areas.**"

Reason for Submission

It is difficult to understand how an average allotment size of 650m² can be considered large in the context of residential allotment sizes in Rolleston. The Township Volume of the District Plan provides for an average allotment size in Rolleston of between 1ha and 350m².

Even if we take a more conservative assessment and remove Living 1C (average 2000m²), Living 2 (5000m²) and Living 2A (1ha) from the equation Living 1B still provides for an average of 1200m² making the assessment that 650m² is a larger lot size difficult to justify in the context of residential sections sizes in Rolleston.

The decision I/we want Council to make:

Provision of a Living 1B zone (1200m² average) within the area highlighted with a blue cloud.



Point 2

Provisions to which my/our submission relates:

CANTERBURY REGIONAL POLICY STATEMENT 2013 Chapter 6 – Recovery and Rebuilding of Greater Christchurch 6.3 Policies 6.3.2

My position on this provisions is:

Oppose

The reasons for my/our submission are:

Plan Change 64

"In summary the ODP delivers residential development at a density of 12 households/hectare and provides for a **variety of residential house types, lifestyles and price points**;"

Reason for Submission

While the statement "A range of section sizes and housing typologies provides future residents with choice and promotes a mixed community demographic, along with a range of price points (Private Plan Change Request, Hughes Developments, p14)" is correct it is difficult to rationalise how the proposed ODP which will make up approximately 15% of the total housing stock in Rolleston provides variety when all sections will be within an average of 500 – 650m². The Township Volume of the

District Plan provides for an average allotment size in Rolleston of between 1ha and 350m². Using the previous argument lets use the range 350 – 1200m² as being the current range of section sizes available in Rolleston. Based on the ODP providing a range of 150m² compared to the current range provided for in Rolleston of 850m² the statement that the proposed ODP provides a variety of residential house types, lifestyles and price points is not supported.

The decision I/we want Council to make:

Provision of a Living 1B zone (1200m² average) within the area highlighted with a blue cloud.



Point 3

Provisions to which my/our submission relates:

CANTERBURY REGIONAL POLICY STATEMENT 2013 Chapter 6 – Recovery and Rebuilding of Greater Christchurch 6.3 Policies 6.3.7(5)

My position on this provisions is:

Oppose

The reasons for my/our submission are:

Plan Change 64

"In summary **the ODP delivers residential development at a density of 12 households/hectare** and provides for a variety of residential house types, lifestyles and price points;"

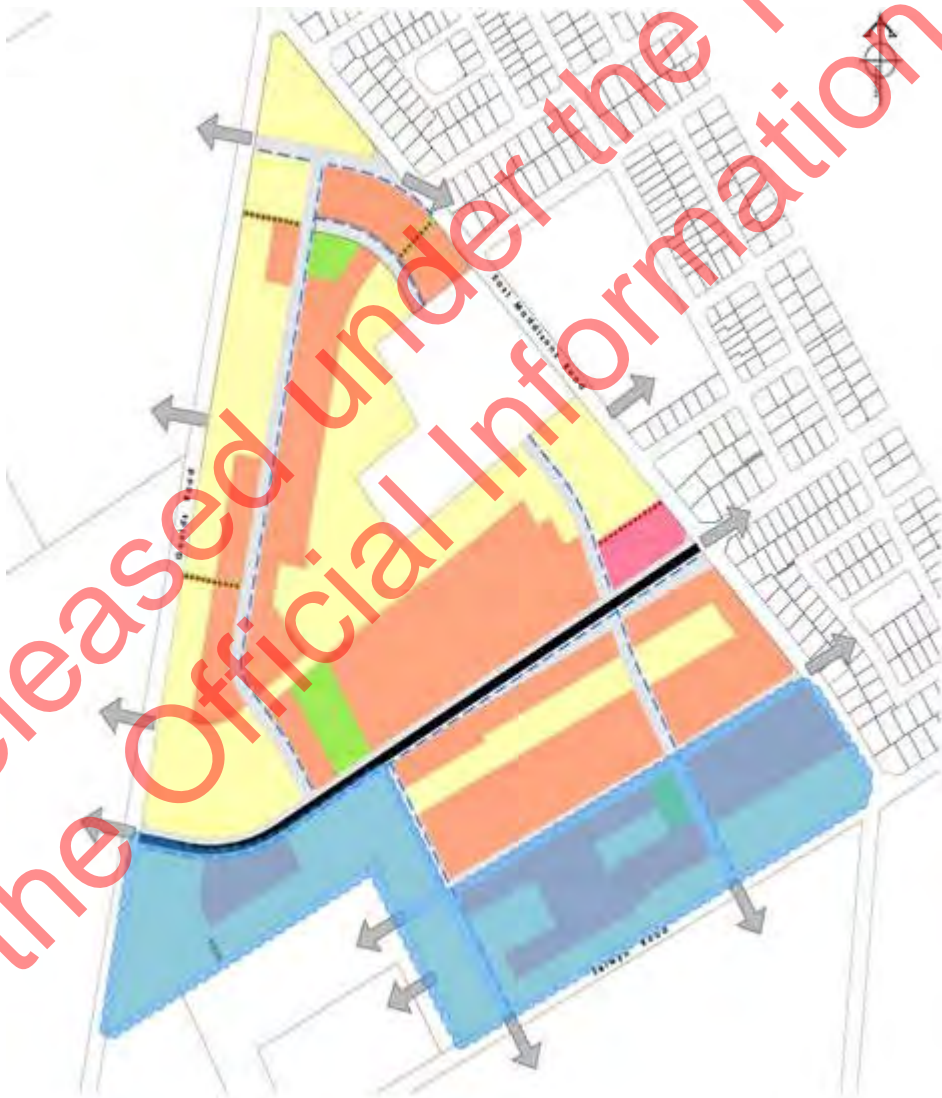
Reason for Submission

The ODP delivers a density of 12 household units per hectare which is greater than the 10 household units per hectare defined in the CRPS.

A density of 12 household units per hectare for the ODP is **contrary** to The Rolleston Structure Plan's Design Principle 4 which promotes higher density at nodal points, matching population density with centres of activity and high amenity. The contradiction is brought about by the fact that the Living 1B zone rules (1200m²) apply to land 1km from the Town Centre (nodal point) and the proposed Living Z (500-650m²) applies to land approx. 3.5km from the Town Centre thus the higher density is further away from the nodal point than the lower density.

The decision I/we want Council to make:

Provision of a Living 1B zone (1200m² average) within the area highlighted with a blue cloud.



Point 4

Provisions to which my/our submission relates:

DISTRICT POLICY AND PLANS Assessment of Selwyn District Plan Township Section Objectives and Policies Township Section Part B3 People's Health, Safety and Values Objective B3.4.4 Growth of existing townships has a compact urban form and provides a variety

My position on this provision is:

Oppose

The reasons for my/our submission are:

Plan Change 64

"The Living Z framework within the District Plan ensures **a variety of lot sizes, areas and shapes** can be provided..."

Reason for Submission

While the statement "A range of section sizes and housing typologies provides future residents with choice and promotes a mixed community demographic, along with a range of price points (Private Plan Change Request, Hughes Developments, p14)" is correct it is difficult to rationalise how the proposed ODP which will make up approximately 15% of the total housing stock in Rolleston provides variety when all sections will be within an average of 500 – 650m². The Township Volume of the District Plan provides for an average allotment size in Rolleston of between 1ha and 350m². Using the previous argument let's use the range 350 – 1200m² as being the current range of section sizes available in Rolleston. Based on the ODP providing a range of 150m² compared to the current range provided for in Rolleston of 850m² the statement that the proposed ODP provides a variety of residential house types, lifestyles and price points is not supported.

The decision I/we want Council to make:

Provision of a Living 1B zone (1200m² average) within the area highlighted with a blue cloud.



Point 5

Provisions to which my/our submission relates:

DISTRICT POLICY AND PLANS Assessment of Selwyn District Plan Township Section Objectives and Policies Township Section Part B4 Growth of Townships Objective B4.1.1 & B4.1.2

My position on this provisions is:

Oppose

The reasons for my/our submission are:

Plan Change 64

"provide for a mix of medium and low-density development..."

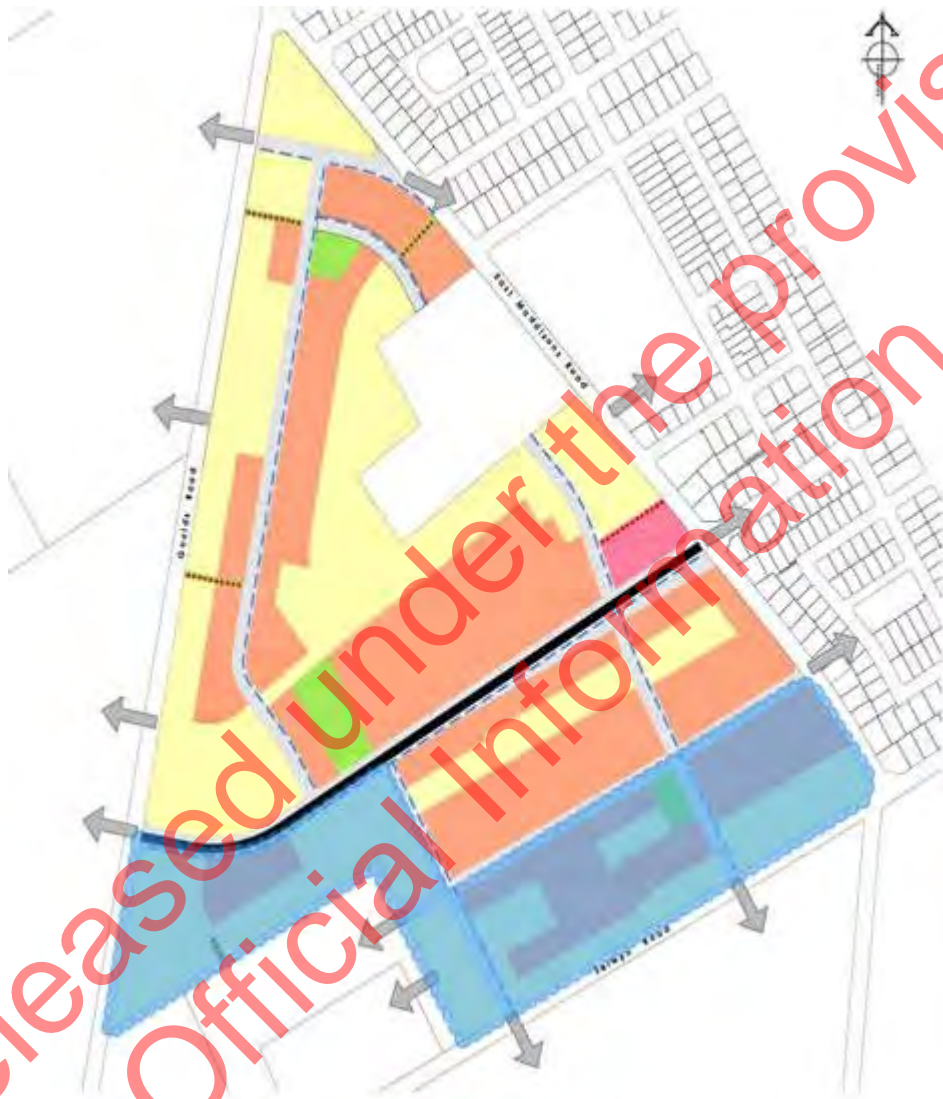
Reason for Submission

While the statement "A range of section sizes and housing typologies provides future residents with choice and promotes a mixed community demographic, along with a range of price points (Private Plan Change Request, Hughes Developments, p14)" is correct it is difficult to rationalise how the

proposed ODP which will make up approximately 15% of the total housing stock in Rolleston provides variety when all sections will be within an average of 500 – 650m². The Township Volume of the District Plan provides for an average allotment size in Rolleston of between 1ha and 350m². Using the previous argument let's use the range 350 – 1200m² as being the current range of section sizes available in Rolleston. Based on the ODP providing a range of 150m² compared to the current range provided for in Rolleston of 850m² the statement that the proposed ODP provides a variety of residential house types, lifestyles and price points is not supported.

The decision I/we want Council to make:

Provision of a Living 1B zone (1200m² average) within the area highlighted with a blue cloud.



Point 6

Provisions to which my/our submission relates:

DISTRICT POLICY AND PLANS Assessment of Selwyn District Plan Township Section Objectives and Policies Township Section Part B4 Growth of Townships Objective B4.3.6

My position on this provisions is:

Oppose

The reasons for my/our submission are:

Plan Change 64

"Objective B4.3.6 requires that the development of Living Z zoned land achieves an average net density of at least 10 households per hectare over an ODP area. Both proposed ODP Areas have been prepared on the basis of achieving **a minimum yield of 12 households per hectare.**"

Reason for Submission

The ODP delivers a density of 12 household units per hectare which is greater than the 10 household units per hectare defined in the CRPS.

A density of 12 household units per hectare for the ODP is **contrary** to The Rolleston Structure Plan's Design Principle 4 which promotes higher density at nodal points, matching population density with centres of activity and high amenity. The contradiction is brought about by the fact that the Living 1B zone rules (1200m²) apply to land 1km from the Town Centre (nodal point) and the proposed Living Z (500-650m²) applies to land approx. 3.5km from the Town Centre thus the higher density is further away from the nodal point than the lower density.

The decision I/we want Council to make:

Provision of a Living 1B zone (1200m² average) within the area highlighted with a blue cloud.



Released under the provision of
the Official Information Act 1982

Submission on Proposed Plan Change 64 Selwyn District Plan

Clause 21 of First Schedule, Resource Management Act 1991

To: Selwyn District Council
Address: PO Box 90
Rolleston 7643
Email: submissions@selwyn.govt.nz

Submitter: New Zealand Defence Force
Contact Person: Rebecca Davies, Senior Environmental Officer

Address for Service: New Zealand Defence Force
C/- Tonkin + Taylor
PO Box 2083
Wellington 6140
Attention: Sarah Bevin

Phone: s 9(2)(a)
Email: s 9(2)(a)

Introduction

The New Zealand Defence Force (NZDF) is a significant stakeholder in the Selwyn District, with the Burnham Camp, West Melton Rifle Range, Weedons Depot and Communications Site and the Glentunnel Ammunitions Depot all located within the District. These facilities are essential to Defence operations both in the South Island and nationally.

Selwyn District Council (SDC) has recently notified Private Plan Change 64 (PC64), which proposes to rezone two areas of land of approximately 42 ha and 35 ha to allow for more intensive residential development on the outskirts of Rolleston. The subject land is approximately 5 km to the southeast of NZDF's Burnham Military Camp (located on State Highway 1).

NZDF wishes to highlight the critical importance of Burnham Military Camp and the importance of avoiding reverse sensitivity effects on its ongoing operations and functioning. The Burnham Military Camp hosts a wide variety of activities, and reverse sensitivity can represent a major challenge to the continued operation of NZDF's facilities. NZDF seeks to ensure that the operation of Burnham Military Camp is not affected by this Plan Change and resulting increase in residential development in the surrounding area. In general, NZDF concerns include the potential traffic and transport effects on the Camp, along with reverse sensitivity effects.

In general, NZDF's concerns include ensuring safe and efficient access to and from the Camp, along with reverse sensitivity effects.

NZDF **could not** gain an advantage in trade competition through this submission.

NZDF **wishes to be heard** in support of this submission.

If others make a similar submission, **we will consider** presenting a joint case with them at the hearing.

pp



Person authorised to sign
on behalf of New Zealand Defence Force

Date: 19 November 2020

Released under the provision of
the Official Information Act 1982

Notice of Submission on Proposed Plan Change 64

Resource Management Act 1991 – Form 5

Name of submitter: Canterbury Regional Council (Environment Canterbury)

Physical address: 200 Tuam Street, Christchurch, 8011

Address for service: Canterbury Regional Council

PO Box 345

Christchurch 8140

Contact person: Tammy Phillips

Email: s 9(2)(a)

Telephone: s 9(2)(a)

This is a submission on proposed Plan Change 64.

Environment Canterbury neither supports nor opposes the application. Should the rezoning be approved Environment Canterbury encourages the Council and the applicant to incorporate measures that support the issues identified in the future development strategy for Greater Christchurch, *Our Space 2018-2048: Greater Christchurch Settlement Pattern Update - Whakahāngai O Te Hōrapa Nohoanga (Our Space 2018-2048)* and more fully implement the land use and transport integration aspects of the Canterbury Regional Policy Statement. In particular, to consider how the development can better support identified housing needs and enable the timely provision of public transport through the site.

The reasons for our submission are:

Our Space 2018-2048 was endorsed by the Greater Christchurch Partnership in June 2019 and subsequently adopted by each partner council, including Environment Canterbury and Selwyn District Council. It is the future development strategy for Greater Christchurch as required by the National Policy Statement on Urban Development (NPS-UD, and at that time the NPS Urban Development Capacity).

Actions in Section 6.2 of *Our Space 2018-2048* included:

- Work with Government and social and affordable housing providers to better address current and future housing needs across Greater Christchurch, developing an action plan to increase provision (Action 2).
- Undertake an evaluation of the appropriateness of existing minimum densities specified in the Canterbury Regional Policy Statement (Action 3).

Technical reports recently prepared for the Greater Christchurch Partnership (but not yet adopted) to implement Actions 2 and 3 make recommendations on how partner councils can encourage more affordable housing and supports a view that on a case-by-case basis higher net densities could be achieved and deliver greater overall outcomes.

As outlined below, to be considered as a 'significant' development proposal attention to meeting identified housing needs is a relevant criterion for such a plan change request.

Canterbury Regional Policy Statement (CRPS) Direction

Chapter 6 (Recovery and Rebuilding of Greater Christchurch) seeks that development is located and designed in way that achieves consolidated and coordinated urban growth that integrates with the provision of infrastructure.

The two development blocks comprising the plan change request are located within the projected infrastructure boundary shown on Map A within Chapter 6 but are not identified as Greenfield Priority Areas (GPAs). The plan change request is therefore considered to be inconsistent with the land use and infrastructure framework of Objective 6.2.1 (3) which "*avoids urban development outside of existing urban areas or greenfield priority areas for development, unless expressly provided for in the CRPS*".

However, Environment Canterbury acknowledges that it is currently preparing to notify a Proposed Change to the CRPS to include the Future Development Areas (FDAs) identified in *Our Space 2018-2048*, along with an associated policy provision linking future zoning of FDAs to development capacity shortfalls identified in housing and business capacity assessments. Environment Canterbury also accepts that planning decisions must also give effect to the NPS-UD gazetted in July 2020. Policy 8 of the NPS-UD requires local authorities to be responsive to unanticipated or out-of-sequence plan change proposals and give particular regard to proposals that would add significantly to development capacity and contribute to well-functioning urban environments.

Environment Canterbury is currently working with local councils to develop criteria to be inserted into the CRPS (to meet Policy 8 Part 3, subpart 2, clause 3.8(3)) in relation to determining what plan changes will be treated as adding significantly to development capacity. To assist local authorities the Ministry for the Environment released guidance

on this matter in September 2020¹. As well as the scale of a development proposal this guidance identifies fulfilling identified demand as a factor that would influence an assessment as to its significance (including citing gaps in the supply of certain types of housing such as affordable houses, provision for higher densities and a range of housing typologies). These are housing needs identified in the most recent capacity assessment prepared for the Greater Christchurch area.

Environment Canterbury considers that for the plan change request to be considered as delivering significant development capacity under Policy 8 of the NPS-UD, greater attention to such housing needs is necessary.

Public Transport

Environment Canterbury also has concerns relating to how the plan change request coordinates staging, both within the internal areas of each development block and between adjacent development sites, to ensure that effective public transport access can be provided and maintained.

Both ODP Area 14 and ODP Area 15 show connections across the development blocks extending the existing Northmoor Boulevard west to Goulds Road and east to Springston Rolleston Road. A link north to Faringdon Boulevard is also shown in ODP Area 15, however the connection requires passage through an adjacent site (Lot 2 DP82966, 435 Springston Rolleston Road) that is not part of the plan change request and is not currently being developed. As Faringdon Boulevard represents the primary route through the Faringdon development towards Rolleston town centre this could represent a serious disconnect for servicing the site with public transport for some time.

Policy 6.3.2 (3) of the CRPS requires *“emphasis at a local level placed on walking, cycling and public transport as more sustainable forms of transport”*. Policy 6.3.3 (7 and 8) requires *“staging and co-ordination of subdivision and development between landowners”* to be set out and to *“demonstrate how effective provision is made for a range of transport options including public transport”*.

Without a clear mechanism to deliver the connection to Faringdon Boulevard in a timely manner Environment Canterbury would not view the plan change request as meeting the above policies or the wider transport network and land use integration outcomes sought by Objective 6.2.4 and Policies 6.3.4 and 6.3.5. If this cannot be addressed by the applicant the Council could consider using the Public Works Act to acquire land necessary to construct the link to Faringdon Boulevard.

Furthermore, should the plan change request be adopted, liaison between the developer and Environment Canterbury public transport operational staff when

¹ <https://www.mfe.govt.nz/publications/towns-and-cities/understanding-and-implementing-responsive-planning-policies>

preparing detailed plans for public transport access is advised, with adherence to the public transport guidelines developed with Selwyn District Council (attached to this submission).

The decision we would like the Council to make is:

1. To give careful consideration through the hearing process and the section 32 analysis to the nature of residential development proposed for the sites in order that it could be justified as delivering significant development capacity for the District. In particular, that housing densities and typologies are appropriate and linked to housing needs identified in the capacity assessment collaboratively prepared by councils in the Greater Christchurch area.
2. To give careful consideration through the hearing process and the section 32 analysis to appropriate mechanisms that ensure timely and effective public transport access to and through the site. In particular, that the primary public transport link to Faringdon Boulevard to the north is expedited to enable public transport services at the earliest opportunity.

We do not wish to speak in support of our submission.



Andrew Parrish
Planning Section Manager

(Authorised under delegation from the Canterbury Regional Council)

Date 19/11/2020



Providing for Passenger Transport within Your Subdivision

The Metro Public Passenger Transport network in Canterbury has recently been rated as one of the best in Australasia. This network currently operates between Christchurch, Templeton, Rolleston, Burnham, Prebbleton and Lincoln. As communities grow and as funding provides, it is anticipated that these services will continue to expand.

Ensuring that your subdivision is Passenger Transport friendly (future proofing) will enable Selwyn residents to access future opportunities that may not exist today. If applied in conjunction with the planning and design of any new residential subdivisions, the following factors will help create a successful Passenger Transport system.

The Roding and Pedestrian Network

Road Construction	Potential Passenger Transport corridors should be suitably engineered for buses, including roads and streets of sufficient pavement strength and appropriate layout to accommodate buses.
Road Width	Buses are approximately 2.5 metres wide, so roads and individual bus stops along potential Passenger Transport routes need to provide for this. More space is needed at intersections and in other areas to allow buses to turn and manoeuvre safely.
Road Layout	Simple, direct, logical roading patterns are required for bus routes with no obstructions that could restrict bus movements. Footpaths should be provided on at least one side of the road coinciding with bus stop positions.
Permeability	Pedestrian and cycle corridors should be provided to, from, within and between subdivisions so residents can easily access bus stops and facilities.
Integration	Future new main roads and streets should be aligned to enhance connectivity between subdivisions and allow public transport provision.
Walking Radius	Defined bus stops should be provided so all dwellings and residents are within 400m of a bus stop.
Safety	Bus stops should be located and designed so that they can be safely accessed by buses and passengers. Opportunities to provide future seats and shelters should also be considered.

Housing Density

Medium to high density residential subdivisions, like those typically occurring in Selwyn townships, are the prime candidates for the future provision and integration of public transport, compared to lower density rural residential subdivisions. Higher density housing provides more potential patronage increases which reduce service costs. Frequency can then be improved, which in turn makes the service more attractive to use.

Location of Facilities

Community facilities should be located adjoining Passenger Transport routes, for example:

- A retirement village, complex, stand alone retirement villas or over 60s units,
- A community node, such as shops, businesses, commercial activities or health facilities,
- A school,
- A park, or
- High-density residential areas

For specific information and advice on how to provide for public transport during the planning or design of any subdivision please contact the Passenger Services Operations Planner at Environment Canterbury. They can be contacted through Metroinfo on 366 8855. Alternatively, contact the Selwyn District Councils Service Delivery Department on 324 8080 for information on the overall engineering development approvals, including the provision of public transport requirements.

Submission on Proposed Plan Change 64 to the Operative Selwyn District Plan

Clause 6 of the First Schedule, Resource Management Act 1991

To: Selwyn District Council

Note to person making submission

You can make this submission by filling in an online submission form which you can find on Council's website at www.selwyn.govt.nz/planchange64

The submission period for the Proposed Plan Change 64 closes at **5pm 19 November 2020**.

Your submission (or part of your submission) may be struck out if the Council is satisfied that at least one of the following applies to the submission (or part of the submission):

- It is frivolous or vexatious.
- It discloses no reasonable or relevant case.
- It would be an abuse of the hearing process to allow the submission (or the part) to be taken further.
- It contains offensive language.
- It is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

1. Submitter details

Please note: all fields marked with an asterisk (*) are compulsory.

Name of submitter(s)* Michael Quinn

Submitter address* [Redacted]

City/Town* Rolleston Postcode* 7678

Contact name (if different from above) _____

Contact organisation (if different from above) _____

Contact email address* [Redacted]

Contact address (if different from above) _____

City/Town _____ Postcode _____

Contact phone number* [Redacted]

Please note that by making a submission your personal details, including your name and addresses, will be made publicly available in accordance with the Resource Management Act 1991. This is because, under the Act, any further submission supporting or opposing your submission must be forwarded to you as well as to the Council.

While all information in your submission will be included in papers which are available to the media and the public, your submission will be used only for the purpose of the Plan Change Process.

2. Trade competition declaration*

I could gain an advantage in trade competition through this submission.

☐ Yes ☒ No

If yes: I am directly affected by an effect of the subject matter of the submission that

(a) adversely effects the environment; and

(b) does not relate to trade competition or the effects of trade competition.

☐ Yes ☐ No

Note: If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

3. Hearing options*

Do you wish to be heard in support of your submission? If you choose yes, you can choose not to speak when the hearing date is advertised.

☒ Yes ☐ No

If others are making a similar submission would you consider presenting a joint case with them at the hearing? You can change your mind once the hearing has been advertised.

☒ Yes ☐ No

Released under the provision of
the Official Information Act 1982

4. Submission details*

☒ Yes, I am enclosing further supporting information to this submission form.

I haven't had time to document everything so I will display on the day

Provision to which my/our submission relates: <small>(Please specify the Objective, Policy, Rule, Rule Requirement, Assessment Matter, Mapping feature or other reference your submission relates to)</small>	My position on this provision is: <small>(Select one option)</small>	The reasons for my/our submission are: <small>(Please give details)</small>	The decision I/we want Council to make: <small>(Please specify if you want the provision to be retained, amended or deleted, eg Amend - change the activity status to non-complying)</small>
Plan change 64 SDP clause 21 1st schedule RMA 1991 Hueber Perimeter sHh west 5.2.	<input checked="" type="checkbox"/> Oppose in part <input type="checkbox"/> Oppose in full <input type="checkbox"/> Support in part <input type="checkbox"/> Support in full	no protection for me against further costs to fencing if my land zoning changes at "time of development" issue with integration of existing internal wedge roads + fences to meet with boundary fences + associated costs	Remove statement or place a time limit to be negotiated developer to pay.
	<input type="checkbox"/> Oppose in part <input type="checkbox"/> Oppose in full <input type="checkbox"/> Support in part <input type="checkbox"/> Support in full		

Signature of submitter (or person authorised to sign on behalf of submitter) _____

[Signature]

Date 19.11.20

Note: A signature is not required if you make your submission by electronic means.

Please return this form no later than **5pm 19 November 2020** You can:

- scan and email it to submissions@selwyn.govt.nz (Subject line: Proposed Plan Change 64)
- post it to Selwyn District Council, Freepost 104 653, PO Box 90, Rolleston 7643, Attention: Proposed Plan Change 64
- deliver it to a Council service centre in Darfield, Lincoln, Leeston or Rolleston.

FORM 5

Submission on publicly notified proposal for policy statement or plan, change or variation under Clause 6 of Schedule 1, Resource Management Act 1991

To: Selwyn District Council

Name of submitter: Ministry of Education ('the Ministry')

Address for service: C/- Beca Ltd
PO Box 13960 Armagh Street
Christchurch 8141

Attention: Morgan Fallowfield

Phone: s 9(2)(a)

Email: s 9(2)(a)

This is a submission on the Proposed Private Plan Change 64: Hughes Development Limited to rezone approximately 83 ha of land at Rolleston from Rural (Inner Plains) Zone to Living Z Zone ('the Proposed Plan Change').

The specific parts of the proposal that the Ministry of Education's submission relates to are:

Hughes Development Limited have lodged a private plan change request with Selwyn District Council pursuant to Clause 21 of the First Schedule of the Resource Management Act (1991). The Proposed Plan Change seeks to rezone approximately 83 ha of land at Rolleston from Rural (Inner Plains) to Living Z Zone to facilitate the future development of approximately 997 residential sites¹. Proposed Plan Change proposes amendments to the Selwyn District Plan that includes;

- Amending the District Planning Maps to rezone the subject land
- Incorporating outline development plans to coordinate and guide the future development of the areas.

The land proposed to be rezoned is in two blocks, each containing multiple properties. The first block occupies 48 ha in the triangular block bounded by Goulds Road, East Maddisons Road and Selwyn Road. The second block has an area of approximately 35 ha and is bounded by Selwyn Road and Springston Rolleston Road, and existing residential development to the west (see Figure 1 below).

In respect of the Ministry's facilities in the area, Lemonwood Grove School is located opposite the Faringdon South West Outline Development Plan area on East Maddisons Road (see Figure 1). The school caters Years 1-8 and has capacity for up to 750 students.

¹ It is noted that the notification from Selwyn District Council refers to 930 sites, but the application states 997 sites.



Figure 1: Proposed Plan Change 64 site and Lemonwood Grove School location.

The Ministry has identified potential traffic effects, which may impact on the safety of students walking and cycling to and from Lemonwood Grove School.

It is noted that the Proposed Plan Change will potentially result in a relatively significant increase in the population of Rolleston. This is likely to result in an increase of school age children that may attend Lemonwood Grove School and other schools in the area. The Proposed Plan Change is included as part of the basis of the Ministry's planning for Lemonwood Grove School and the wider network and the scale of growth is able to be accommodated by the local school network.

Background:

The Ministry is the Government's lead advisor on the New Zealand education system, shaping direction for education agencies and providers and contributing to the Government's goals for education. The Ministry's overall purpose is "Lifting aspiration and raising education achievement for every New Zealander". Amongst other matters, the Ministry has responsibility for managing all education property owned by the Crown. This involves managing the existing property portfolio, upgrading and improving the portfolio, purchasing and constructing new property to meet increased demand, identifying and disposing of surplus State school sector property and managing teacher and caretaker housing. The Ministry is therefore a key stakeholder in terms of activities that may impact on educational facilities and assets in the Selwyn District.

The Ministry of Education's submission is:

Under the Resource Management Act 1991, decision makers must have regard to health and safety of people and communities. Furthermore, there is a duty to avoid, remedy or mitigate actual and potential

adverse effects on the environment. In respect of this Proposed Plan Change the Ministry has identified the following traffic related issues;

Transport capacity/efficiency

The transportation assessment provided as part of the Proposed Plan Change shows that each of the Outline Development Plan areas will have a number of linkages onto the adjacent roading network. Access to Lemonwood Grove School does not front the roads bordering the development areas. The transport assessment concludes that overall, the traffic generated by the development areas can be accommodated on the adjacent roading network without capacity or efficiency issues arising. Generally, the Ministry concurs with this.

Pedestrian Crossing Facilities

Lemonwood Grove School is located at the edge of current urban development and opposite the Faringdon South West Outline Development Plan area. There are existing footpaths along the eastern side of East Maddisons Road but no pedestrian crossing facilities on East Maddisons Road adjacent to the school.

The application states that footpath provision will be included along the western side of East Maddisons Road, and which will assist those walking and cycling to and from school. The Ministry agrees with this but there is no reference in the application to the provision of pedestrian crossing facilities across East Maddisons Road to the school.

Given the residential development on the Faringdon South West Outline Development Plan area the Ministry requests safe crossing facilities are provided across East Maddisons Road to the school.

Speed Limits

Currently, East Maddisons Road has a 60km/h speed limit. The transportation assessment notes that it is expected that the opportunity will be taken to reduce the speed limits of Gould Road and Selwyn Road, and potentially also Springston-Rolleston Road, which are currently 80km/h. The transportation assessment states that in each case it would be appropriate for the 80km/h speed limit to be lowered to 60km/h to be consistent with East Maddisons Road and the existing section of Selwyn Road adjacent to the Faringdon area.

The Ministry believes that the increase in urbanisation of the immediate area creates the opportunity for Council to review the current speed limits to provide an overall safer roading environment. The Ministry request a speed limit review for the area to determine the safe and appropriate speed for when the area is developed. It is considered that a speed limit of 50km/h may be more appropriate, particularly for East Maddisons Road given the projected residential development on both sides and the movement of pedestrians, including students across East Maddisons Road to access Lemonwood Grove School.

The Ministry of Education seeks the following decision from the consent authority:

The Ministry is neutral on the Proposed Plan Change at this stage and requests the following matters to be addressed;

- Safe crossing facilities are provided across East Maddisons Road;
- A speed limit review for the area to determine the safe and appropriate speed for when the area is developed, particularly for East Maddisons Road.

The Ministry wishes to be heard in support of their submission.



Morgan Fallowfield
Planner- Beca Ltd
(Consultant to the Ministry of Education)

Date: 19/11/2020

Released under the provision of
the Official Information Act 1982

Submission on Proposed Plan Change 64 to the Operative Selwyn District Plan

Submitter details

Name: Freelance Canterbury Ltd C/- JP Singh

Submitter address: Po Box 26500, Epsom, Auckland 1344

Contact details

Contact Name: Lisa Steele

Organisation: Planz Consultants Ltd

Address: Po Box 1845, Christchurch 8140

Email: s 9(2)(a)

Phone number: s 9(2)(a)

Cell: s 9(2)(a)

Trade competition declaration

Freelance Canterbury Ltd could not gain an advantage in trade competition through this submission.

Hearing options

Freelance Canterbury Ltd wishes to be heard in support of the submission

If others are making a similar submission Freelance Canterbury Ltd would consider presenting a joint case at the hearing.

Submission details

1. Freelance Canterbury Ltd makes this neutral submission on Plan Change 64, which requests 83ha of land be rezoned from Rural (Inner Plains) to Living Z.
2. Freelance Canterbury Ltd generally supports the continued development of land in Rolleston for residential activities. Freelance Canterbury Ltd owns the site at 571 Goulds Road, a triangular piece of land located immediately north of the Goulds Road/Maddisons Road intersection. Resource consent has been granted for a preschool or medical centre to be established on this site. The proposal to rezone the adjoining block of land to the south for residential activities reinforces the strategic location of 571 Goulds Road for community activities.

545 East Maddisons Road

3. Freelance Canterbury Ltd has recently purchased the piece of land at 545 East Maddisons Road. This site is legally described as Lot 1 DP 326339, and is an L-shaped block of land with a total area of 4.0012ha. It is the only property on East Maddisons Road within the Faringdon South West block that is not currently included in the proposed Plan Change. The location of 545 East Maddisons Road is shown in figure 1 below.



Figure 1 – extract from the proposed ODP plan for Faringdon South West with arrow showing the location of 545 East Maddisons Road.

4. The property at 545 East Maddisons Road is surrounded by the land subject to the proposed plan change to the north, west and south. The land to the east has already been developed for urban activities, and contains a school directly opposite the site, within an established residential neighbourhood. If the Plan Change is approved as notified, 545 East Maddisons Road would become a small 'island' of rural-zoned land, surrounded on 4 sides by land zoned for residential development. Amending the Plan Change to include 545 East Maddisons Road would provide a more logical eastern boundary to the ODP area and would avoid an isolated pocket of rural zoned land remaining within the ODP area.
5. Should the inclusion of 545 East Maddisons Road be considered outside the scope of the Plan Change, this change will alternatively be sought through the District Plan review process.
6. The proposed layout of the secondary roads shown on the proposed ODP map would require a future road to be constructed through 545 East Maddisons Road. Freelance Canterbury Ltd seeks that the location of this road be positioned to minimise impacts on the site's future development potential.
7. Freelance Canterbury Ltd is willing to work with the applicant and the Council, to ensure that the proposed development of 545 East Maddisons Road can successfully integrate with the surrounding area.

Transport network

8. The intersection of Goulds and East Maddisons Roads is complex, and Freelance Canterbury Ltd is aware that the Council has in the past considered several options for reconfiguring it. Freelance Canterbury Limited seeks that, should the Plan Change application be granted, the ODP road layout is designed to ensure that this intersection continues to operate safely and efficiently.

Commercial centre

9. The applicant's own Economic Assessment, prepared by Market Economics, considers the proposed neighbourhood centres to be larger than that which could be sustained by the local population. It concludes that the centres should be local centres, defined as "a small grouping of convenience stores (in the order of 1-5 stores) servicing residents' day-to-day retailing requirements and predominantly draws people from a localised area." Under the Operative Plan (Township Rule 22.11.2), retail activities with a total retail floorspace exceeding 450m² is a non-complying activity in a Local Centre identified in an ODP. Market Economics note that reducing the size of the centres would minimise the possibility of adverse effects on Rolleston's other centres.
10. Freelance Canterbury supports the development of local and neighbourhood centres to meet the needs of local communities. However, in light of the conclusions of the Market Economic assessment, the Council should give careful consideration to the scale of the proposed commercial centres.

Submission on Proposed Plan Change 64 to the Operative Selwyn District Plan

Clause 6 of the First Schedule, Resource Management Act 1991

To: Selwyn District Council

Note to person making submission

You can make this submission by filling in an online submission form which you can find on Council's website at www.selwyn.govt.nz/planchange64

The submission period for the Proposed Plan Change 64 closes at **5pm 19 November 2020**.

Your submission (or part of your submission) may be struck out if the Council is satisfied that at least one of the following applies to the submission (or part of the submission):

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- It discloses no reasonable or relevant case.
- It would be an abuse of the hearing process to allow the submission (or the part) to be taken further.
- It contains offensive language.
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1. Submitter details

Please note: all fields marked with an asterisk (*) are compulsory.

Name of submitter(s)* _____

Submitter address* s 9(2)(a) _____

City/Town* _____ Postcode* _____

Contact name (if different from above) _____

Contact organisation (if different from above) s 9(2)(a) _____

Contact email address [redacted] _____

Contact address (if different from above) _____

City/Town _____ Postcode _____

Contact phone number s 9(2)(a) _____

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2. Trade competition declaration*

I could gain an advantage in trade competition through this submission.

☐ Yes ☐ No

If yes: I am directly affected by an effect of the subject matter of the submission that

(a) adversely effects the environment; and

(b) does not relate to trade competition or the effects of trade competition.

☐ Yes ☐ No

Note: If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

3. Hearing options*

Do you wish to be heard in support of your submission? If you choose yes, you can choose not to speak when the hearing date is advertised.

☐ Yes ☐ No

If others are making a similar submission would you consider presenting a joint case with them at the hearing? You can change your mind once the hearing has been advertised.

☐ Yes ☐ No

4. Submission details*

☐ Yes, I am enclosing further supporting information to this submission form.

Provision to which my/our submission relates: <small>(Please specify the Objective, Policy, Rule, Rule Requirement, Assessment Matter, Mapping feature or other reference your submission relates to)</small>	My position on this provision is: <small>(Select one option)</small>	The reasons for my/our submission are: <small>(Please give details)</small>	The decision I/we want Council to make: <small>(Please specify if you want the provision to be retained, amended or deleted, eg Amend – change the activity status to non-complying)</small>
	<input type="checkbox"/> Oppose in part <input type="checkbox"/> Oppose in full <input type="checkbox"/> Support in part <input type="checkbox"/> Support in full		
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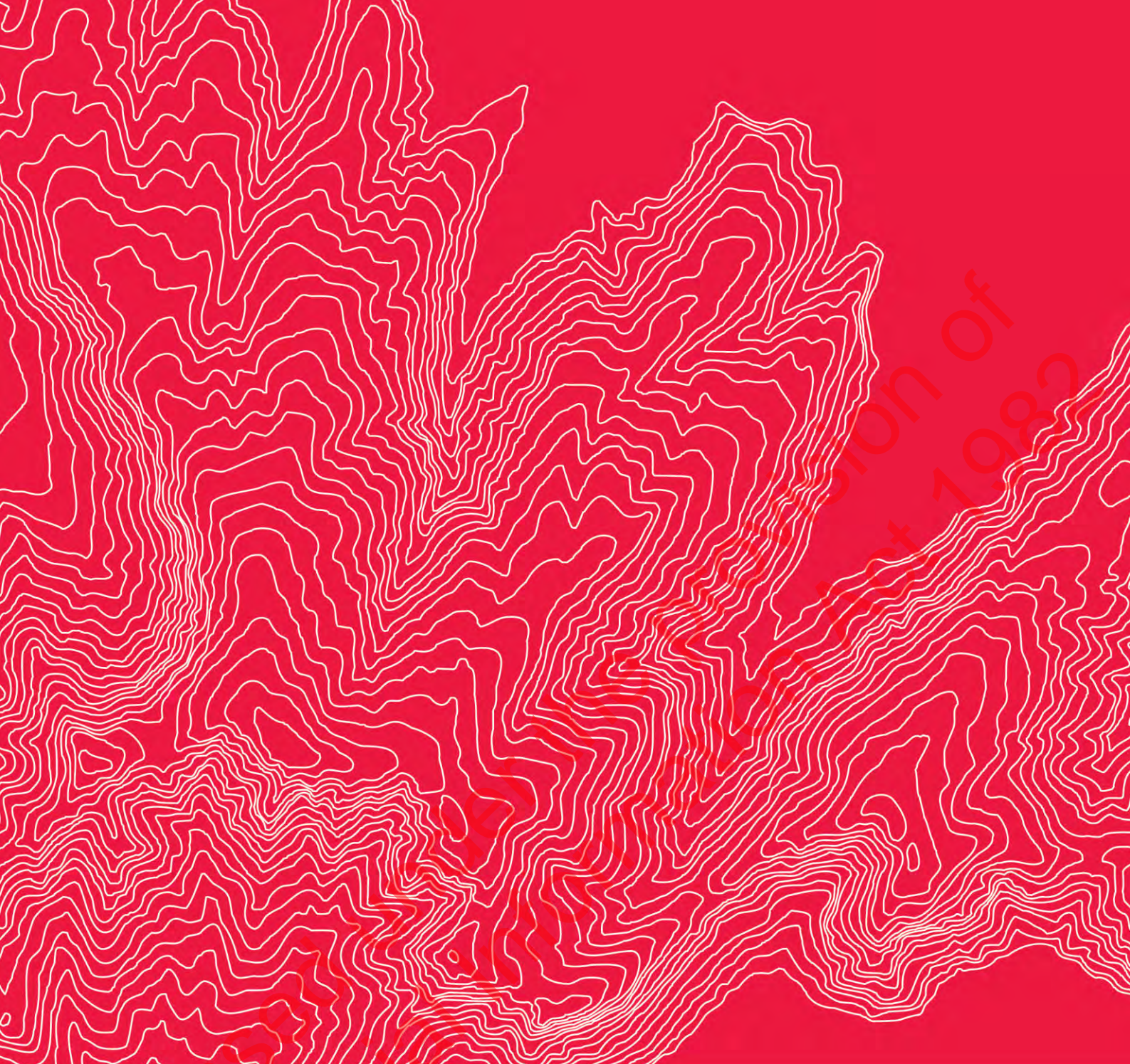
Signature of submitter (or person authorised to sign on behalf of submitter) _____

Date _____

Note: A signature is not required if you make your submission by electronic means.

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- post it to Selwyn District Council, Freepost 104 653, PO Box 90, Rolleston 7643, Attention: Proposed Plan Change 64
- deliver it to a Council service centre in Darfield, Lincoln, Leeston or Rolleston.



Planning Report

**eliot
sinclair**

Submission to Plan Change 64

Prepared for Peter Tilling

501792

Planning Report

Submission to Plan Change 64

Prepared for Peter Tilling

501792

Quality Control Certificate

Eliot Sinclair & Partners Limited

eliotsinclair.co.nz

Action	Name	Signature	Date
	Trudi Burney		
	Laura Dance		
	Claire McKeever		
	Selwyn District Council MKT		

Submission to private Plan Change 64

s 9(2)(a)

s 9(2)(a)

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Contents

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Appendices

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1. Introduction

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2. Site Description

3. Proposed Re-Zoning

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[Water Supply](#)

Wastewater

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[REDACTED]

Stormwater

[REDACTED]
[REDACTED]

Power and Telecommunications

4. Consultation

4.1.

Engineering staff were not available for consultation. Contact is made

4.2.

Discussions

is directly affected by the proposed

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4.5.

5. Statutory Assessment

5.1.

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Chapter 5

Chapter 6

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Proposed Selwyn District Plan

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the Official Information Act 1982

6. Section 32 Assessment

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objectives are

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6.1.

	Benefit	Cost
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rounding residential area

	Benefit	Cost
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the Official Information Act 1982

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[redacted] the 6 the 198

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7. Assessment of Actual and Potential Effects on the Environment

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the Official Information Act 1982

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Summary

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operated from the existing
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8. Consistency with other Relevant Planning Documents

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[REDACTED]

Section 5.1 Kaitiakitanga

Section 5.2 Ranginui

Section 5.3 Wai Maori

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Section 5.4 Papatuanuku

Section 6.11 Te Waihora

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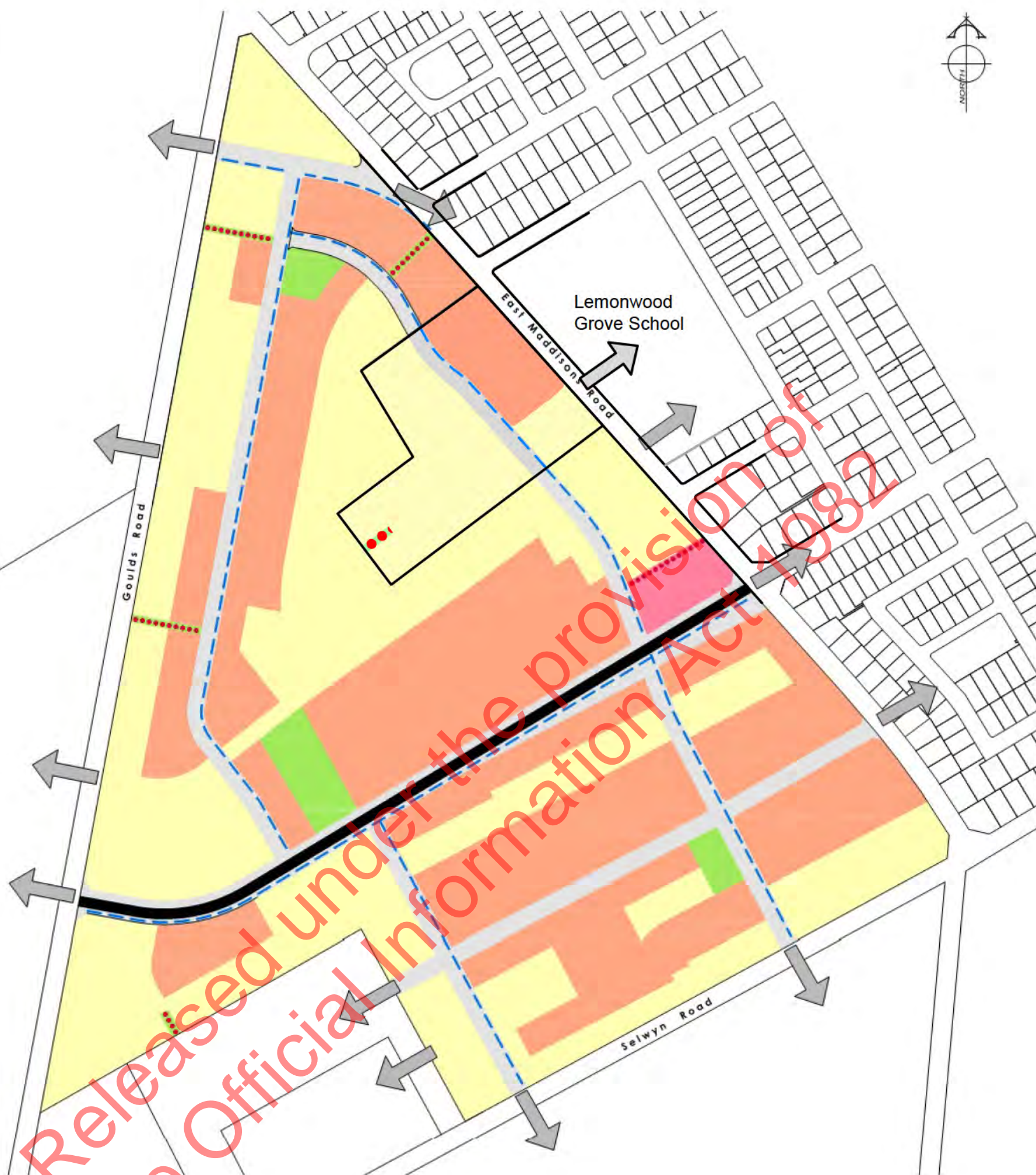
10. Conclusion

g surrounded by resident

of the site at

Appendix A. Alternative Outline Development Plan

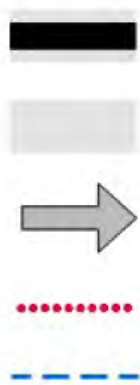
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LEGEND:



Medium Density
Low Density
Neighbourhood Centre
Reserves



Primary Road
Secondary Road
Possible Future Road Connection
Shared Pedestrian / Cycle Lane (off road)
Shared Pedestrian / Cycle Lane (on road)

ODP - Faringdon South West

Not to Scale

Appendix B. Record of Title

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**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD**

**Guaranteed Search Copy issued under Section 60 of the Land
Transfer Act 2017**



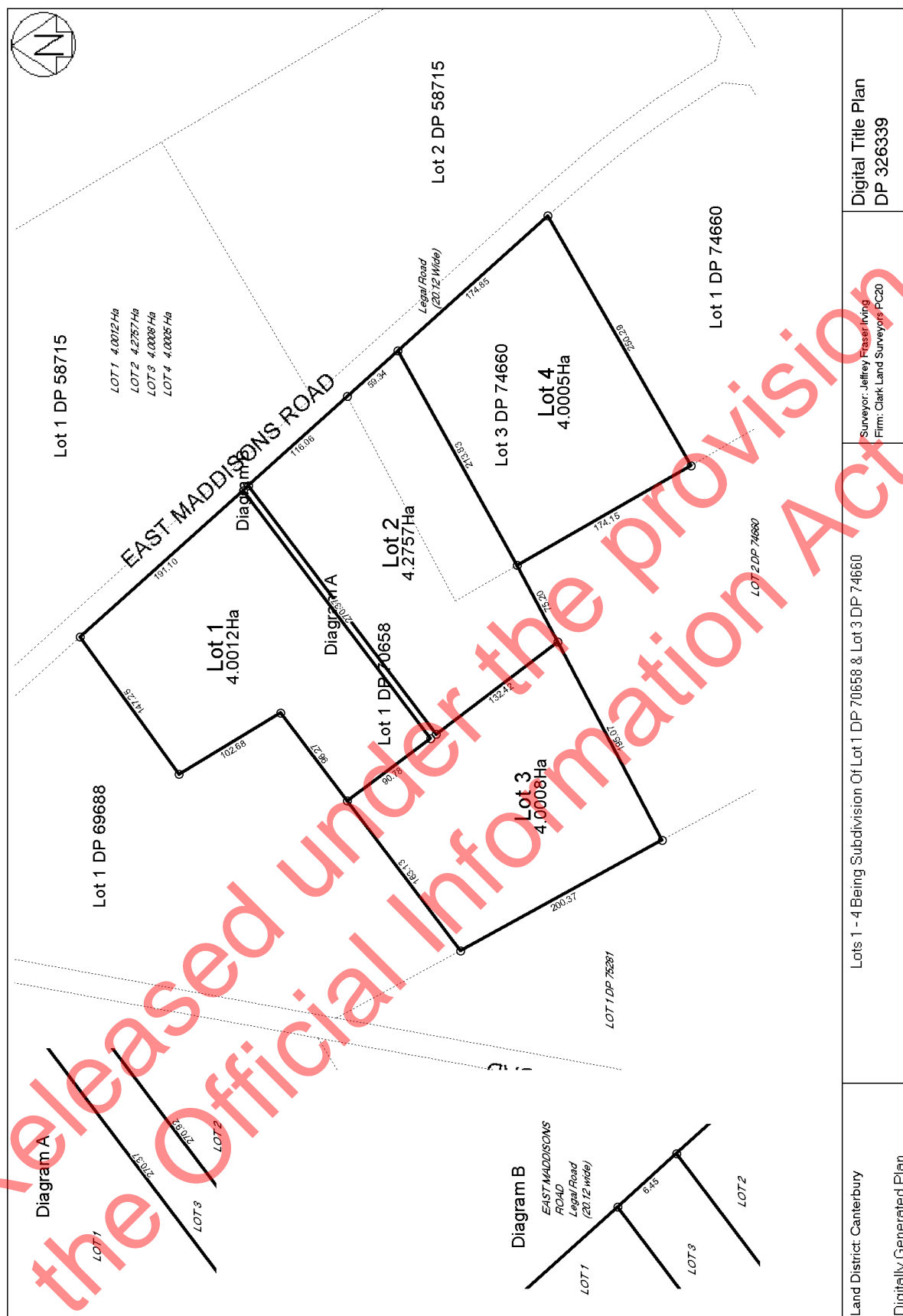

R.W. Muir
Registrar-General
of Land

Identifier 107005
Land Registration District Canterbury
Date Issued 15 October 2003

Prior References
CB43A/597

Estate Fee Simple
Area 4.0012 hectares more or less
Legal Description Lot 1 Deposited Plan 326339
Registered Owners
Peter Mark Tilling and Kerry Ivy Thompson

Interests
6386423.1 Mortgage to Bank of New Zealand - 18.4.2005 at 9:00 am



Appendix C. Infrastructure Report

==

=

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Infrastructure Servicing Report

**eliot
sinclair**

545 East Maddisons Road, Rolleston
Prepared for Peter Tilling
501792

Infrastructure Servicing Report

545 East Maddisons Road, Rolleston

Prepared for Peter Tilling

501792

Quality Control Certificate

Eliot Sinclair & Partners Limited

eliotsinclair.co.nz

Action	Name	Signature	Date
Prepared by:	Ryan Orange Geotechnical Engineering Technologist BEng Tech, NZDE Civil MEngNZ		19 Nov. 20
Reviewed by:	Mark Thomson Civil Engineer BE(Hons) Civil MEngNZ	 ELECTRONIC SIGNATURE	19 Nov. 20
Directed and approved for release by:	Jerry Schutte Surveyor		19 Nov. 20
Status:	FINAL		
Release date:	19 Nov. 20		
Reference no:	501792		
Distributed to:	Peter Tilling Selwyn District Council		

Limitations

This report has been prepared for Peter Tilling according to their instructions and for the particular objectives described in this report. The information contained in this report should not be used by anyone else or for any other purposes.

1. Introduction



Figure 1: Aerial imagery illustrating extents of the site for the proposed land change.

2. Proposed Development

<https://www.selwyn.govt.nz/property-and-building/planning/strategies-and-plans/selwyn-district-plan/plan-changes/plan-change-64-rezone-land-from-rural-inner-plains-to-living-z-for-inadon>

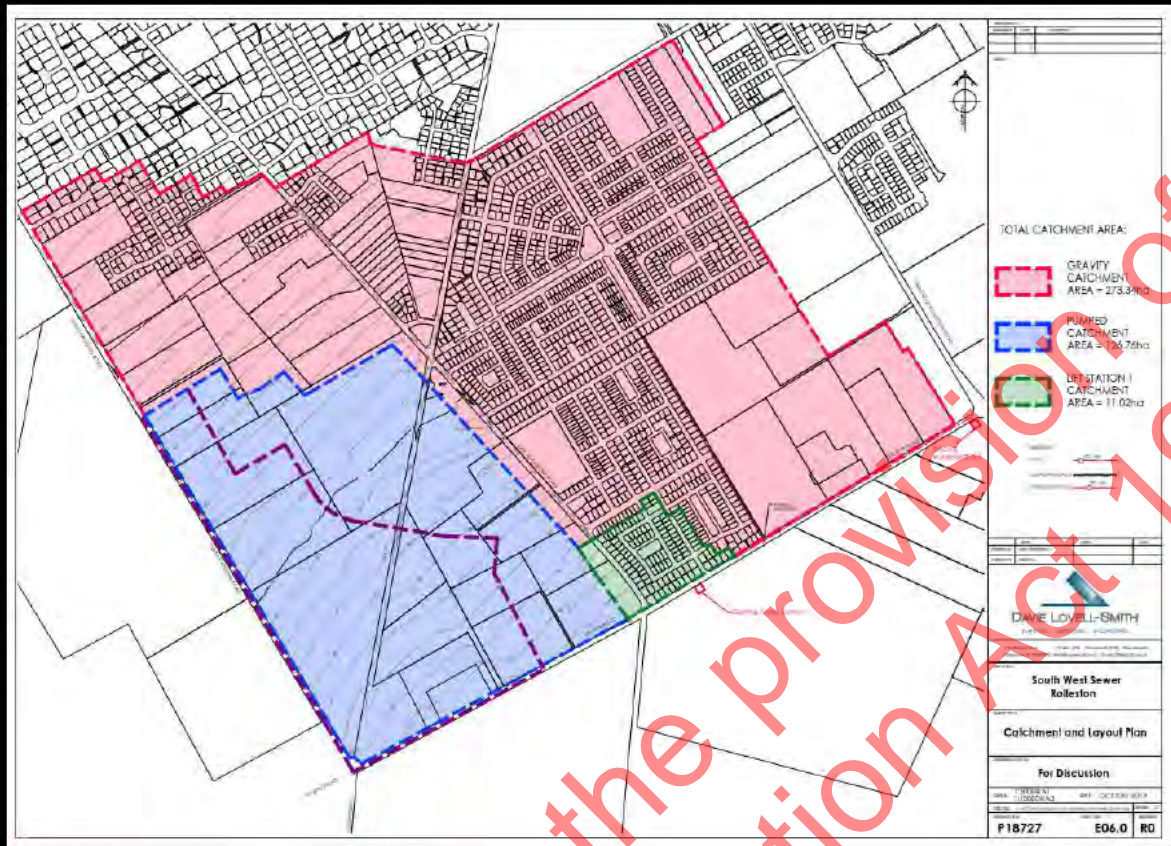


Figure 2: DLS PC64 Sewer Catchment Plan

Appendix D. Preliminary Site Investigation

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Preliminary Site Investigation

**eliot
sinclair**

545 East Maddisons Road, Rolleston
Prepared for Peter Tilling
501792

Preliminary Site Investigation

545 East Maddisons Road, Rolleston

Prepared for Peter Tilling

501792

Quality Control Certificate

Eliot Sinclair & Partners Limited

eliotsinclair.co.nz

Action	Name	Signature	Date
	Peter Ngenang		
	Civil MEngNZ		
	Kristel Franklin		

Contents

in and Surrounding Environ

A

nterbury Listed Land Use Regis

Executive Summary

Site Address

545 East Maddisons Road, Rolleston

including sports turfs, marke

1. Introduction

2. Scope of Work

3. Site Identification



Figure 1: Site location and layout. Aerial photography retrieved from Canterbury Maps GIS.

4. Proposed Activity

5. Site Condition and Surrounding Environment

5.1.

by versatile dwelling with
by farm shed v



Figure 2: Area A features. Aerial photography retrieved from Canterbury Maps GIS

5.2.



Figure 3: Area B Aerial photography retrieved from Canterbury Maps GIS

5.3.



Figure 4: Area C. Photograph taken on 11 November 2020.



Figure 5: Area D site features. Aerial photography retrieved from Canterbury Maps GIS.

5.6.

Table 1: Environmental Setting

Site Address	545 East Maddisons Road, Rolleston
	the investigation.

6. Site History

Table 2: Summary of Potential HAIL Activities

Records Reviewed	Comments – Potential HAIL Activities

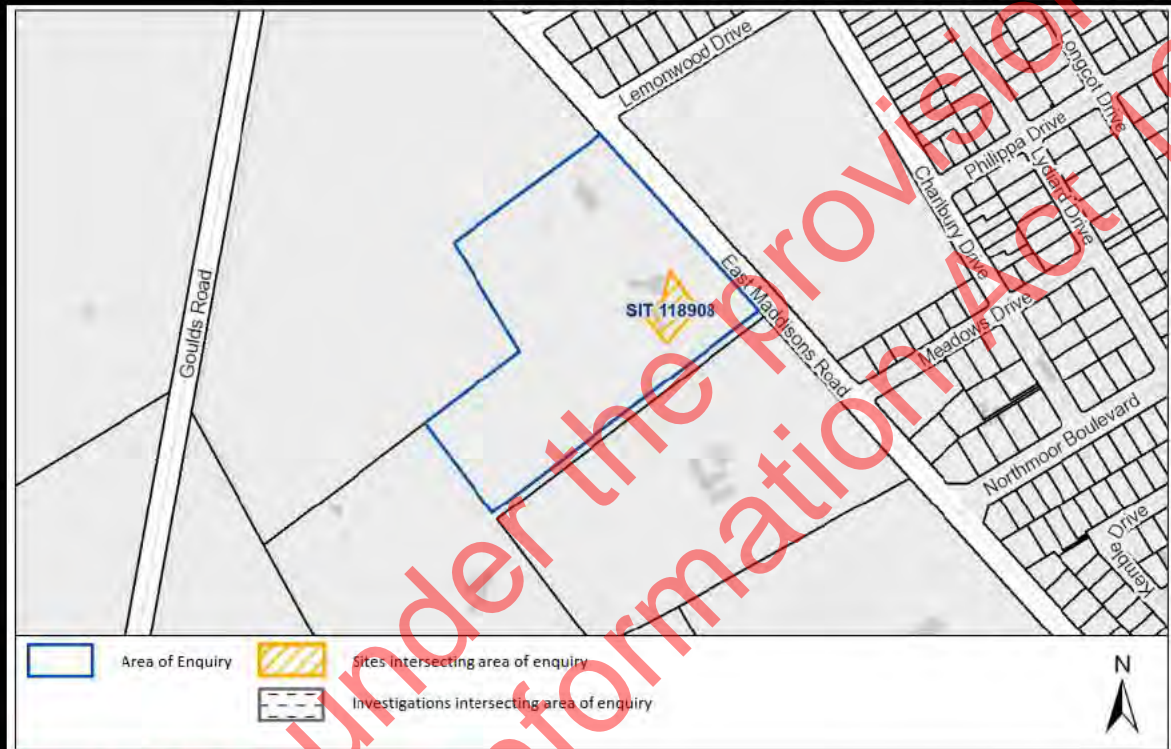


Figure 6: LLUR Property Statement excerpt

7. Selwyn District Council

8. ECan Resource Consent Database

Image date	Comments
[REDACTED]	No significant change.
[REDACTED]	No significant change.
[REDACTED]	C: Ground
[REDACTED]	D: Animal pens/shelters now p

10. Site Walkover Inspection

aminants, including arsenic

any arsenic present

at the site.

11. Owner Interview

walkover with the current lot

12. Conceptual Site Model

13. Recommendations and Conclusions

[REDACTED]
[REDACTED]
[REDACTED] existing wa

[REDACTED] ed the per

[REDACTED] mpling or removing or replac

14. Accidental Discovery of Contamination

adverse soil (e.g. black, gr

course of action

15. Limitations

Appendix A. ECan Borehole Logs

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Bore or Well No	M36/7902		
Well Name	SELWYN ROAD		
Owner	s 9(2)(a)		
Well Number	M36/7902	File Number	CO6C/23254
Owner	s 9(2)(a)	Well Status	Active (exist, present)
Street/Road	SELWYN ROAD	NZTM Grid Reference	BX23:50407-69271
Locality	SPRINGSTON	NZTM X and Y	1550407 - 5169271
Location Description		Location Accuracy	10 - 50m
CWMS Zone	Selwyn - Waihora	Use	Domestic and Stockwater
Groundwater Allocation Zone	Selwyn-Waimakariri	Water Level Monitoring	—
Depth	36.00m	Water Level Count	0
Diameter	150mm	Initial Water Level	8.40m below MP
Measuring Point Description	ToC	Highest Water Level	
Measuring Point Elevation	35.00m above MSL (Lyttelton 1937)	Lowest Water Level	
Elevation Accuracy	< 2.5 m	First reading	
Ground Level	0.30m below MP	Last reading	
Strata Layers	6	Calc Min 80%	9.20m below MP (Estimated)
Aquifer Name		Aquifer Tests	0
Aquifer Type		Yield Drawdown Tests	1
Drill Date	09 Aug 2005	Max Tested Yield	4 l/s
Driller	East Coast Drilling	Drawdown at Max Tested Yield	16 m
Drilling Method	Rotary Rig	Specific Capacity	0.23 l/s/m
Casing Material	Steel	Last Updated	08 Nov 2013
Pump Type		Last Field Check	
Water Use Data	No		

Screens

Screen No.	Screen Type	Top (m)	Bottom (m)	Slot Size (mm)	Slot Length (mm)	Diameter (mm)	Leader Length (mm)
1	Stainless steel	34.5	36				

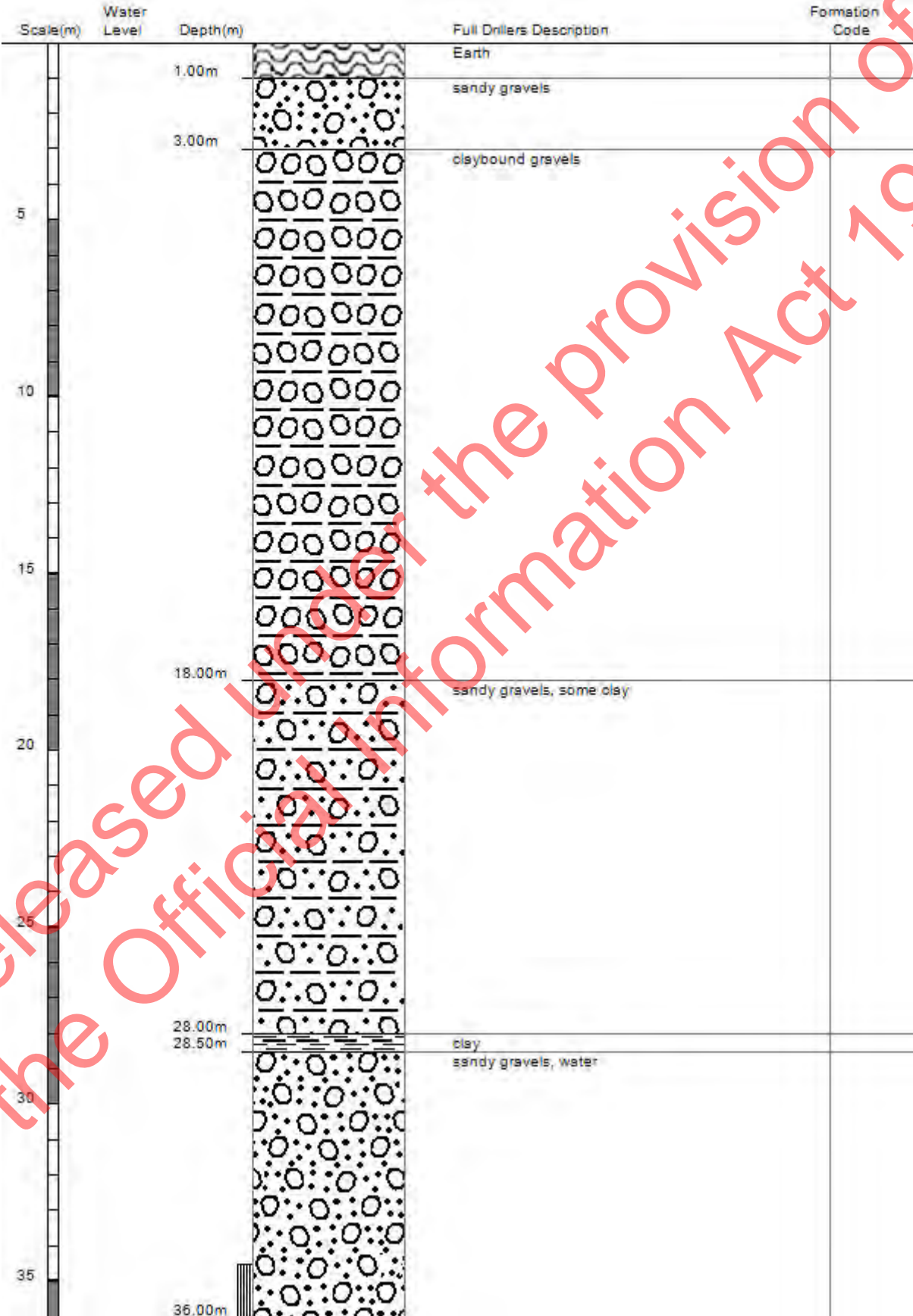
Step Tests

Step Test Date	Step	Yield	Yield GPM	DrawDown	Step Duration
09 Aug 2005	1	3.7	48.83328	15.8	8

No comments for this well

Borelog for well M36/7902

Grid Reference (NZTM): 1550408 mE, 5169271 mN
Location Accuracy: 10 - 50m
Ground Level Altitude: 34.7 m +MSD Accuracy: < 2,5 m
Driller: East Coast Drilling
Drill Method: Rotary Rig
Borelog Depth: 36.0 m Drill Date: 09-Aug-2005





Bore or Well No	M36/4891
Well Name	CNR MADDISONS & GOULDS ROAD
Owner	s 9(2)(a)

Well Number	M36/4891	File Number	CO6C/06015
Owner	s 9(2)(a)	Well Status	Active (exist, present)
Street/Road	CNR MADDISONS & GOULDS ROAD	NZTM Grid Reference	BX23:50117-70000
Locality	ROLLESTON	NZTM X and Y	1550117 - 5170000
Location Description		Location Accuracy	50 - 300m
CWMS Zone	Selwyn - Waihora	Use	Domestic and Stockwater
Groundwater Allocation Zone	Selwyn-Waimakariri	Water Level Monitoring	—
Depth	25.25m	Water Level Count	0
Diameter	150mm	Initial Water Level	7.38m below MP
Measuring Point Description		Highest Water Level	
Measuring Point Elevation	39.15m above MSL (Lyttelton 1937)	Lowest Water Level	
Elevation Accuracy	< 2.5 m	First reading	
Ground Level	0.00m above MP	Last reading	
Strata Layers	6	Calc Min 80%	9.81m below MP (Estimated)
Aquifer Name	Riccarton Gravel	Aquifer Tests	0
Aquifer Type	Unknown	Yield Drawdown Tests	1
Drill Date	05 May 1995	Max Tested Yield	8 l/s
Driller	Clemence Drilling Contractors	Drawdown at Max Tested Yield	4 m
Drilling Method	Unknown	Specific Capacity	2.25 l/s/m
Casing Material	UNKNOWN	Last Updated	08 Nov 2013
Pump Type	Unknown	Last Field Check	
Water Use Data	No		

Borelog for well M36/4891

Grid Reference (NZTM): 1550118 mE, 5170001 mN
Location Accuracy: 50 - 300m
Ground Level Altitude: 39.2 m +MSD Accuracy: < 2.5 m
Driller: Clemence Drilling Contractors
Drill Method: Unknown
Borelog Depth: 26.7 m Drill Date: 05-May-1995





Bore or Well No	M36/7512		
Well Name	East Maddisons Road		
Owner	s 9(2)(a)		
Well Number	M36/7512	File Number	CO6C/21054
Owner	s 9(2)(a)	Well Status	Active (exist, present)
Street/Road	East Maddisons Road	NZTM Grid Reference	BX23:50237-69431
Locality	Rolleston	NZTM X and Y	1550237 - 5169431
Location Description		Location Accuracy	50 - 300m
CWMS Zone	Selwyn - Waihora	Use	Domestic and Stockwater
Groundwater Allocation Zone	Selwyn-Waimakariri	Water Level Monitoring	—
Depth	29.00m	Water Level Count	0
Diameter	150mm	Initial Water Level	8.10m below MP
Measuring Point Description		Highest Water Level	
Measuring Point Elevation	34.85m above MSL (Lyttelton 1937)	Lowest Water Level	
Elevation Accuracy	< 5 m	First reading	
Ground Level	0.00m above MP	Last reading	
Strata Layers	6	Calc Min 80%	9.32m below MP (Estimated)
Aquifer Name		Aquifer Tests	0
Aquifer Type		Yield Drawdown Tests	2
Drill Date	01 Dec 2003	Max Tested Yield	5 l/s
Driller	Dynes Road Drilling	Drawdown at Max Tested Yield	10 m
Drilling Method	Cable Tool	Specific Capacity	0.41 l/s/m
Casing Material	STEEL	Last Updated	08 Nov 2013
Pump Type		Last Field Check	
Water Use Data	No		

Screens

Screen No.	Screen Type	Top (m)	Bottom (m)	Slot Size (mm)	Slot Length (mm)	Diameter (mm)	Leader Length (mm)
1	Stainless steel	27	29				

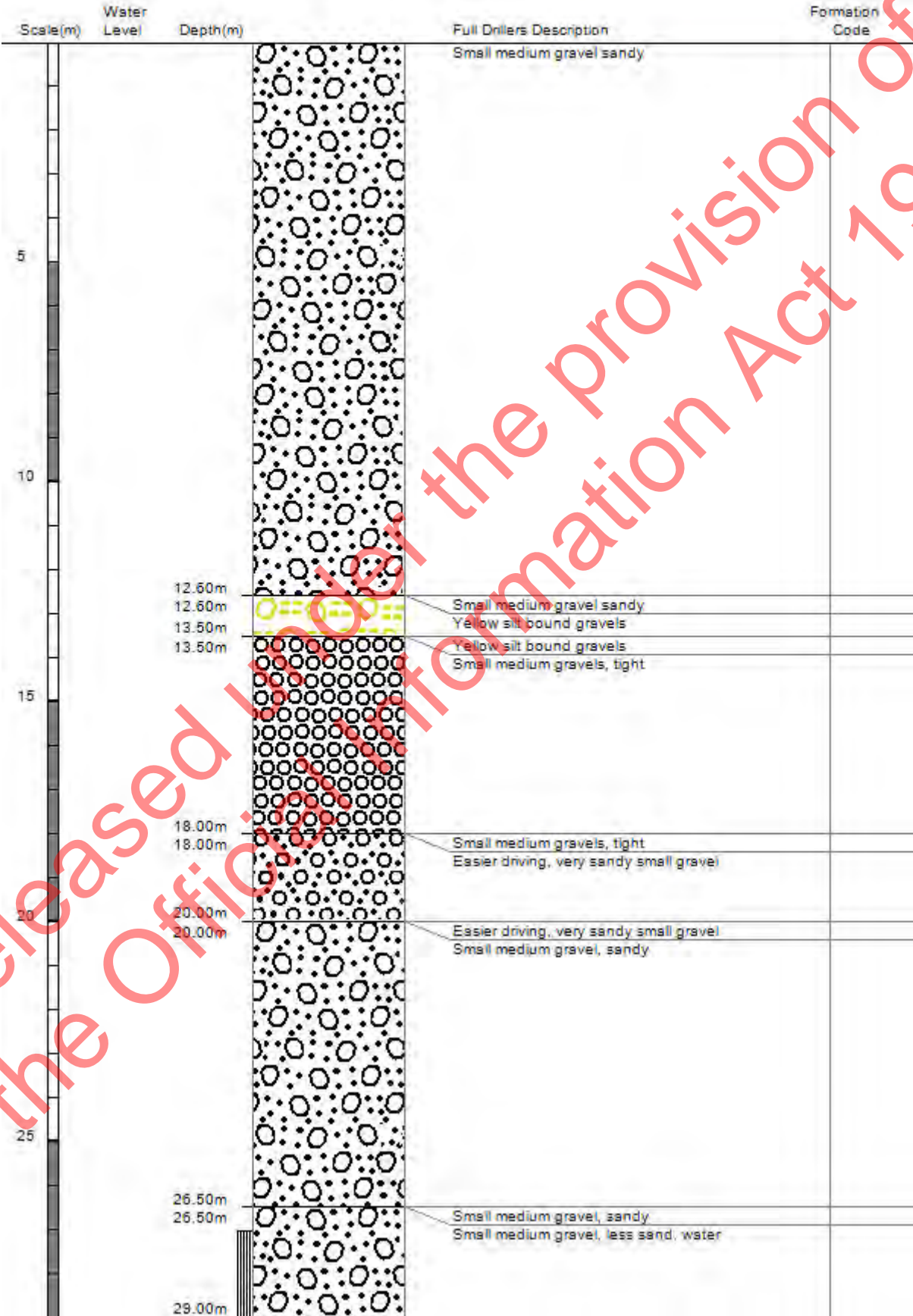
Step Tests

Step Test Date	Step	Yield	Yield GPM	DrawDown	Step Duration
01 Dec 2003	1	1.5	19.7972755	3.65	2
01 Dec 2003	2	4.9	64.6711044	10.36	3

No comments for this well

Borelog for well M36/7512

Grid Reference (NZTM): 1550238 mE, 5169431 mN
Location Accuracy: 50 - 300m
Ground Level Altitude: 34.9 m +MSD Accuracy: < 0.5 m
Driller: Dynes Road Drilling
Drill Method: Cable Tool
Borelog Depth: 29.0 m Drill Date: 01-Dec-2003





Bore or Well No	M36/7543
Well Name	East Maddison Road
Owner	s 9(2)(a)

Well Number	M36/7543	File Number	CO6C/21175
Owner	s 9(2)(a)	Well Status	Active (exist, present)
Street/Road	East Maddison Road	NZTM Grid Reference	BX23:50607-69770
Locality	Rolleston	NZTM X and Y	1550607 - 5169770
Location Description		Location Accuracy	50 - 300m
CWMS Zone	Selwyn - Waihora	Use	Domestic and Stockwater
Groundwater Allocation Zone	Selwyn-Waimakariri	Water Level Monitoring	—
Depth	26.00m	Water Level Count	0
Diameter	150mm	Initial Water Level	7.70m below MP
Measuring Point Description		Highest Water Level	
Measuring Point Elevation	35.63m above MSL (Lyttelton 1937)	Lowest Water Level	
Elevation Accuracy	< 5 m	First reading	
Ground Level	0.00m above MP	Last reading	
Strata Layers	7	Calc Min 80%	9.66m below MP (Estimated)
Aquifer Name	Riccarton Gravel	Aquifer Tests	0
Aquifer Type		Yield Drawdown Tests	1
Drill Date	03 May 2004	Max Tested Yield	3 l/s
Driller	Dynes Road Drilling	Drawdown at Max Tested Yield	9 m
Drilling Method	Cable Tool	Specific Capacity	0.37 l/s/m
Casing Material	Steel	Last Updated	08 Nov 2013
Pump Type		Last Field Check	
Water Use Data	No		

Screens

Screen No.	Screen Type	Top (m)	Bottom (m)	Slot Size (mm)	Slot Length (mm)	Diameter (mm)	Leader Length (mm)
1	Stainless steel	24	26				

Step Tests

Step Test Date	Step	Yield	Yield GPM	DrawDown	Step Duration
03 May 2004	1	3.417	45.0981941	9.144	2

No comments for this well

Borelog for well M36/7543

Grid Reference (NZTM): 1550608 mE, 5169771 mN

Location Accuracy: 50 - 300m

Ground Level Altitude: 35.6 m +MSD Accuracy: < 0.5 m

Driller: Dynes Road Drilling

Drill Method: Cable Tool

Borelog Depth: 26.0 m Drill Date: 03-May-2004



Scale(m)	Water Level	Depth(m)	Full Drillers Description	Formation Code
		0.40m	Brown topsoil	RI
		0.40m	Brown topsoil	RI
			Small - medium sandy gravel	RI
5				
		6.80m	Small - medium sandy gravel	RI
		6.80m	Small - medium gravel some silt	RI
10				
		11.40m	Small - medium gravel some silt	RI
		11.40m	Small - medium gravel with clay	RI
15				
20		20.00m	Small - medium gravel with clay	RI
		20.00m	Silt water coming into well	RI
		21.00m	Silt water coming into well	RI
		21.00m	Stained gravel in wet silt	RI
		22.50m	Stained gravel in wet silt	RI
		22.50m	Finner silt water dropping away a little. 23m water coming back small - medium gravel stained.	RI
25				
		26.00m		



Bore or Well No	M36/7648		
Well Name	East Maddisons Road		
Owner	s 9(2)(a)		
Well Number	M36/7648	File Number	CO6C/21547
Owner	s 9(2)(a)	Well Status	Active (exist, present)
Street/Road	East Maddisons Road	NZTM Grid Reference	BX23:50377-69690
Locality	Rolleston	NZTM X and Y	1550377 - 5169690
Location Description		Location Accuracy	50 - 300m
CWMS Zone	Selwyn - Waihora	Use	Domestic and Stockwater
Groundwater Allocation Zone	Selwyn-Waimakariri	Water Level Monitoring	-
Depth	26.00m	Water Level Count	0
Diameter	150mm	Initial Water Level	8.10m below MP
Measuring Point Description		Highest Water Level	
Measuring Point Elevation	35.66m above MSL (Lyttelton 1937)	Lowest Water Level	
Elevation Accuracy	< 5 m	First reading	
Ground Level	0.00m above MP	Last reading	
Strata Layers	7	Calc Min 80%	9.57m below MP (Estimated)
Aquifer Name		Aquifer Tests	0
Aquifer Type		Yield Drawdown Tests	2
Drill Date	15 May 2004	Max Tested Yield	8 l/s
Driller	Dynes Road Drilling	Drawdown at Max Tested Yield	4 m
Drilling Method	Cable Tool	Specific Capacity	2.24 l/s/m
Casing Material	STEEL	Last Updated	08 Nov 2013
Pump Type		Last Field Check	
Water Use Data	No		

Screens

Screen No.	Screen Type	Top (m)	Bottom (m)	Slot Size (mm)	Slot Length (mm)	Diameter (mm)	Leader Length (mm)
1	Stainless steel	24	26				

Step Tests

Step Test Date	Step	Yield	Yield GPM	DrawDown	Step Duration
15 May 2004	1	3.4	44.8738251	1.52	3
15 May 2004	2	8.33	109.940872	3.96	4

No comments for this well

Borelog for well M36/7648

Grid Reference (NZTM): 1550378 mE, 5169691 mN

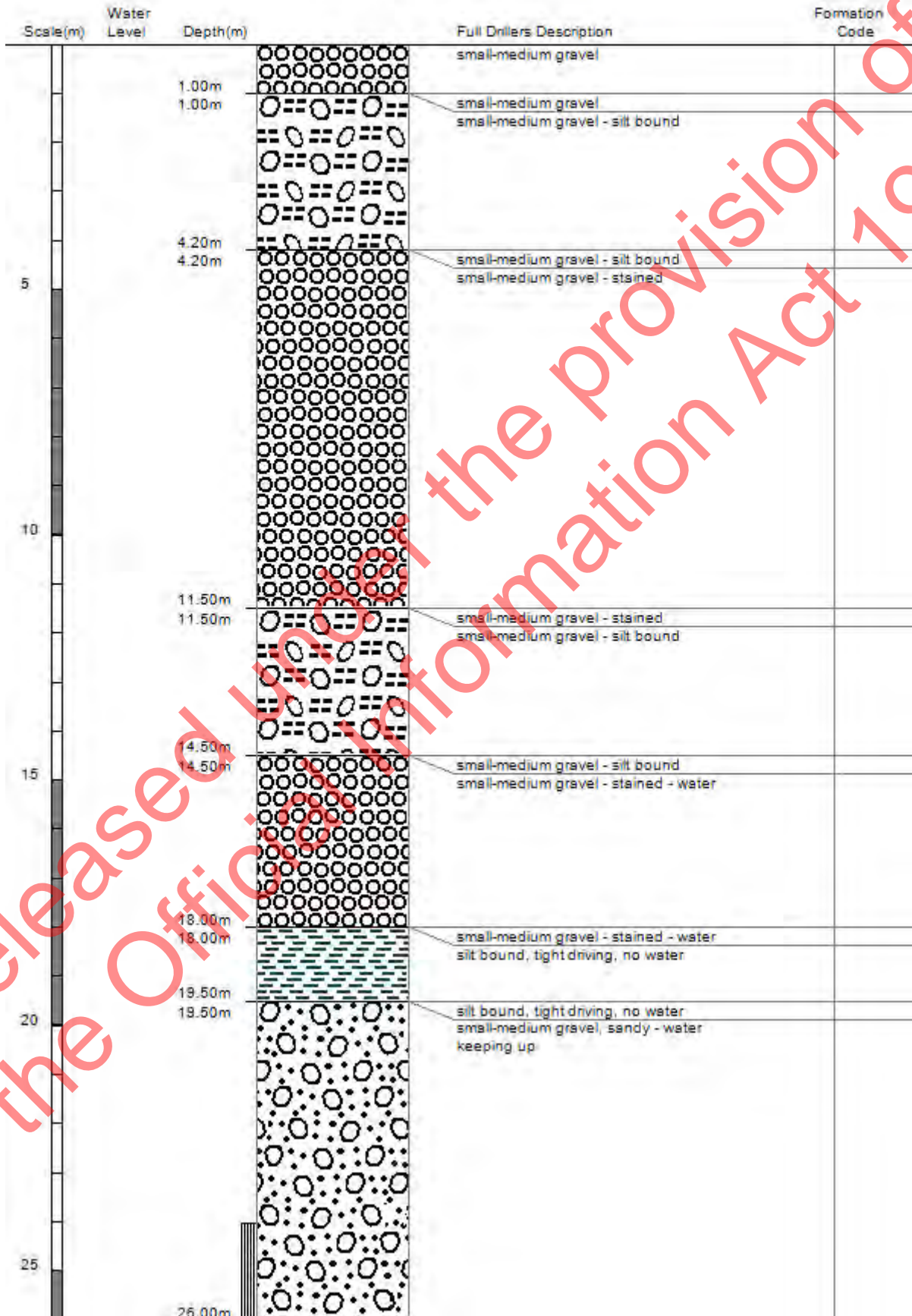
Location Accuracy: 50 - 300m

Ground Level Altitude: 35.7 m +MSD Accuracy: < 0.5 m

Driller: Dynes Road Drilling

Drill Method: Cable Tool

Borelog Depth: 26.0 m Drill Date: 15-May-2004

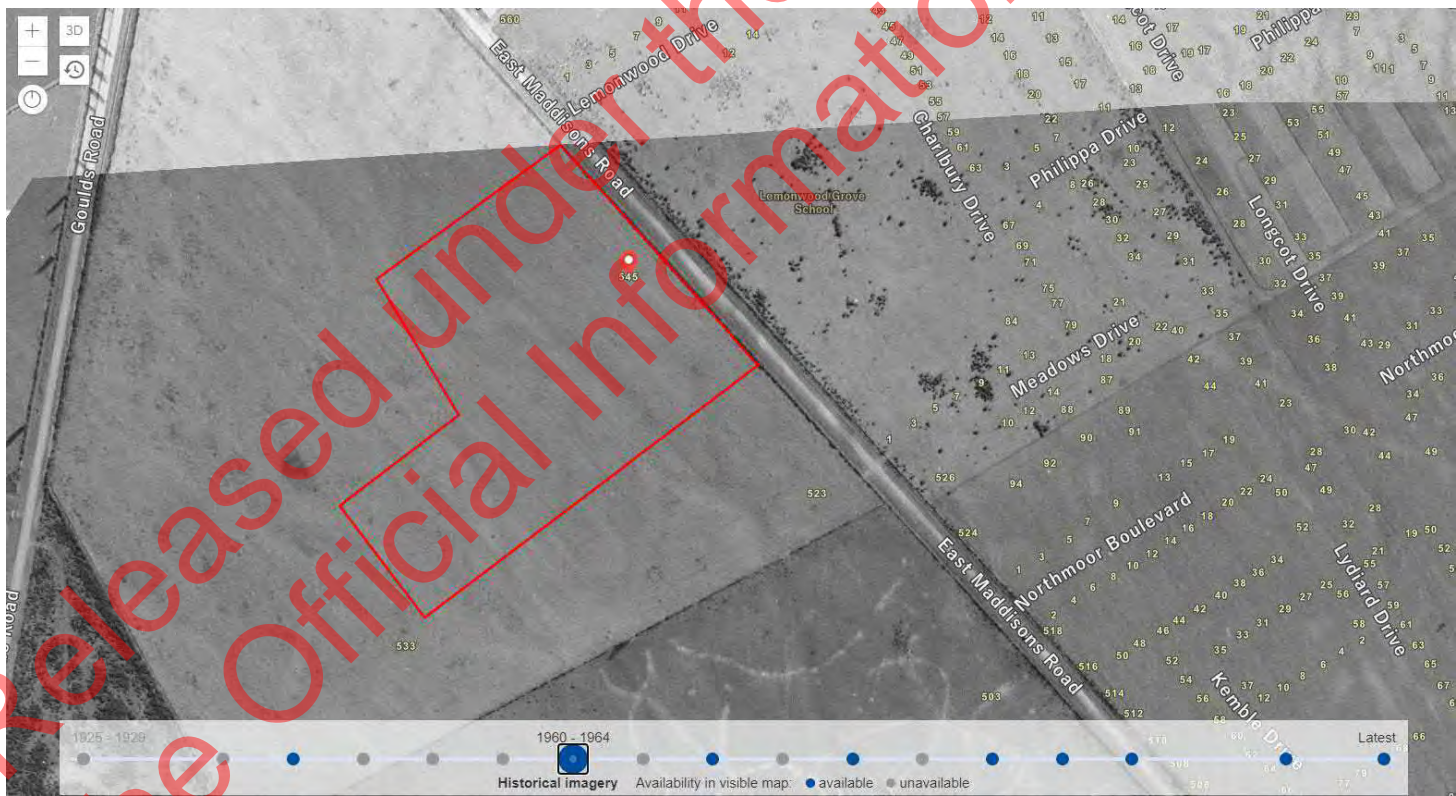
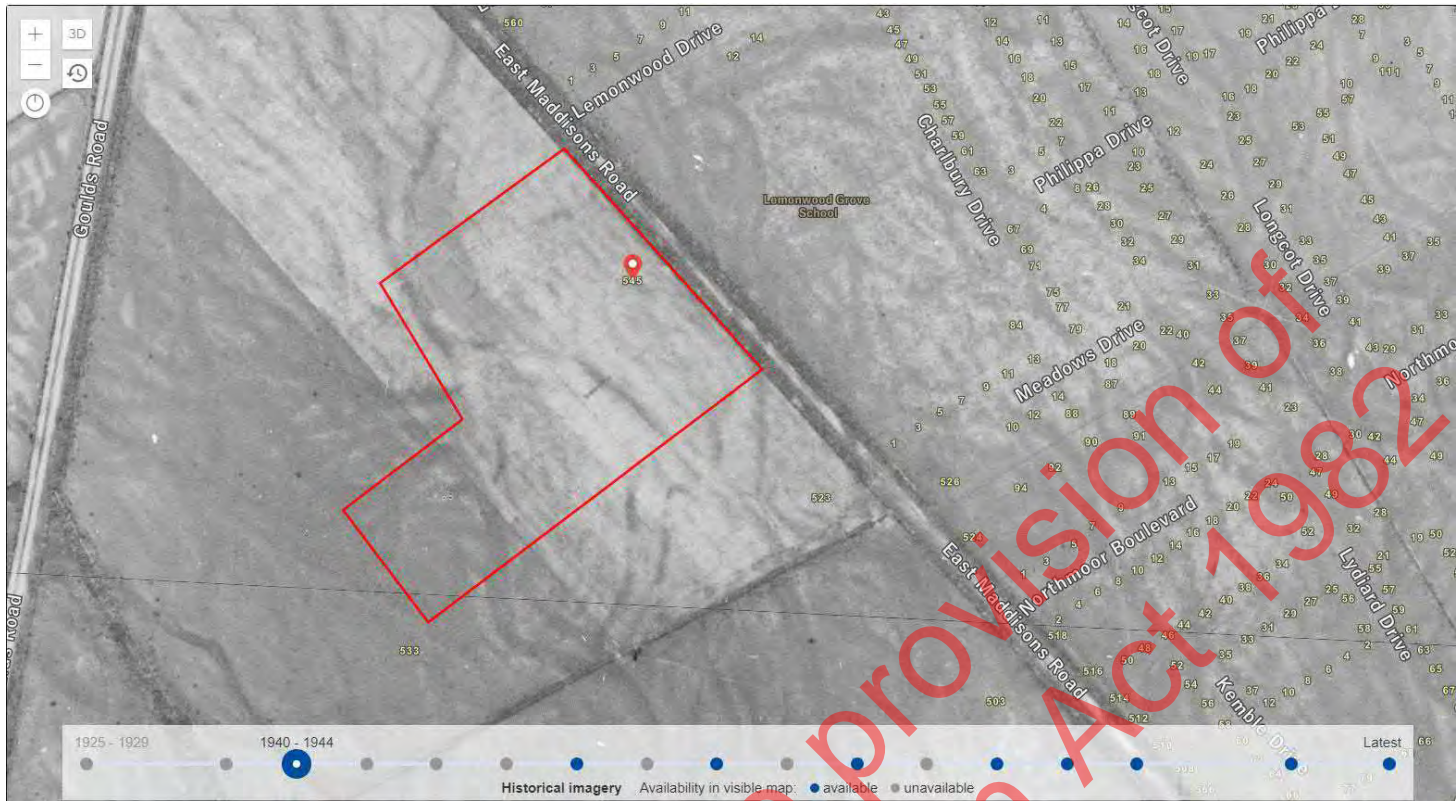


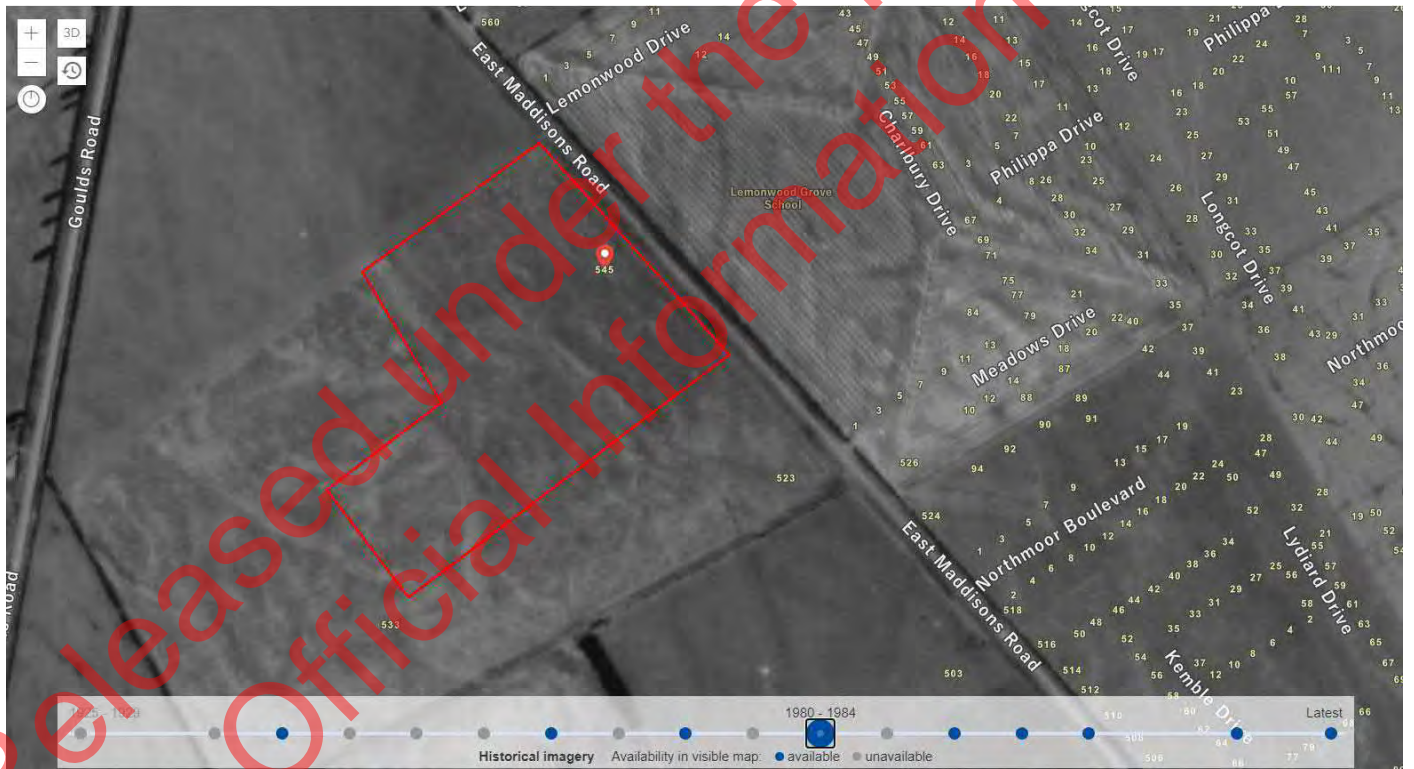
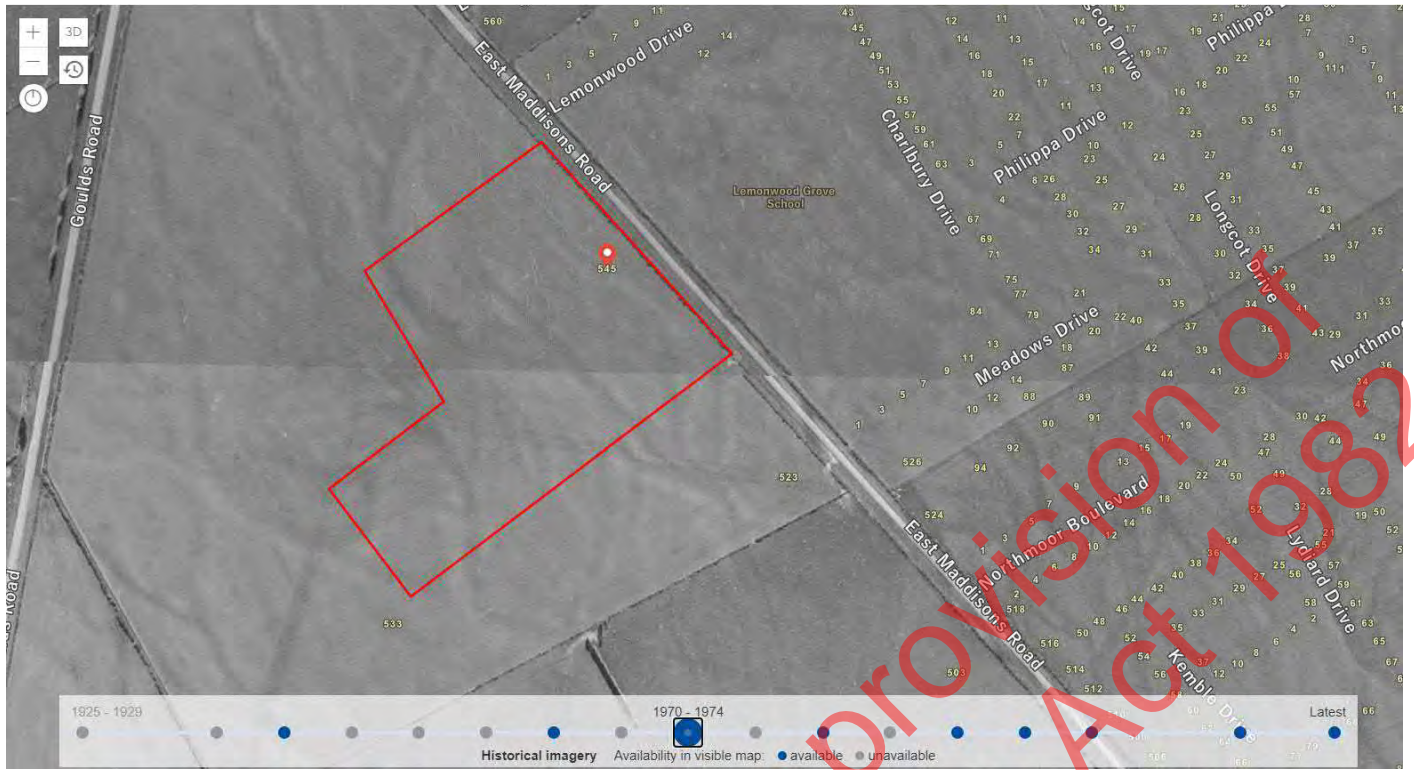
Appendix B. Historical Aerial Photography

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Appendix C. Representative Site Photos



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the Official Information Act 1982



1. Workshop



2. Oil drums and portable fire burner adjacent to workshop



3. Old vehicles and parts adjacent to workshop



4. BG Contracting yard. Compaction plant, equipment and parts



5. Concrete blocks in the area of the previously filled offal pit



6. Excavated burn pit.



7. Former organic stockpile area



8. Woodshed



9. Former flower growing area



10. Raised garden bed adjacent to original dwelling.



11. Workshop – new battery storage



12. Old batteries stored awaiting pick up by "Exide Batteries"

Appendix D. XRF Analysis Records

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Location Reference:	Area A	Area A	Area D	Area D	Area D
Sample Name:	MG1	MG2	BP1	BP2	BP3
Sample Date:	11/11/2020	11/11/2020	11/11/2020	11/11/2020	11/11/2020
Depth:	Surface	Surface	Surface	1m bgl	2.7m bgl
Soil Type	Soil	Soil	Soil	Soil, some gravel	Soil, some gravel
XRF Reference No:	Market Garden 1	Market Garden 2	Burn Pad 1	Burn Pad 2	Burn Pad 3

Job Number: 501792

NES SCS Rural Residential 25%

Criteria

Arsenic	17 (As)	3.2	9.2	3.3	13.1	9.6
Copper	NL (Cu)	51.7	23.1	12.1	17	21.1
Lead	160 (Pb)	14.8	12.3	18.2	15.5	14.2

Appendix E. Geotechnical Assessment

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Geotechnical Report

**eliot
sinclair**


545 East Maddisons Road, Rolleston
Prepared for Peter Tilling
501792

Geotechnical Report

545 East Maddisons Road, Rolleston
Prepared for Peter Tilling
501792

Quality Control Certificate

Eliot Sinclair & Partners Limited
eliotsinclair.co.nz

Action	Name	Signature	Date
	Jeffrey Fleming		
	Civil MEngNZ		
	Kristel Franklin		
	John Aramowicz		

Contents

g Buildings on the Site

estigation

Appendix A: Tonkin & Taylor Report

1. Introduction

2. Scope of Work

to 'Living 7'

3. Site Description

3.1.

3.2.

3.3.



Figure 1. Site location and current layout. Aerial photography retrieved from Canterbury Maps in Nov 2020

4. Desktop investigation

4.1.

4.2.



Figure 2: Existing pits, aerial photography retrieved from Canterbury Maps GIS in Nov 2020

4.3.

4.4.

4.5.

[REDACTED]
[REDACTED]
[REDACTED]

4.6.

[REDACTED] likely aver

4.7.

[REDACTED]

4.8.

4.9.

31m depth of flood water

osed Plan Cha



Figure 3: SDC flooding and coastal hazards map10, retrieved November 2020.

5. Requirements for Residential Foundations

6. Conclusions

itable for residential deve

7. Disclaimer

that were r

ness conditions

Appendix A. Tonkin & Taylor Report

[REDACTED]

[REDACTED]

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T&T Ref: 51711/002
25 August 2010

Kerry Thompson & Peter Tilling
545 East Maddisons Road
RD8
Christchurch 7678

Dear Kerry & Peter

**545 East Maddisons Road, Rolleston
Geotechnical and Civil Services**

1 Introduction

This report presents the results of a geotechnical investigation for the proposed relocation of a 3 bedroom dwelling from Burnham Military Camp to 545 East Maddisons Road, Rolleston. Tonkin & Taylor Ltd (T & T) were engaged by Kerry Thompson & Peter Tilling on 15 July 2010.

The purpose of the investigation was to identify the underlying ground conditions and provide foundation recommendations for the proposed dwelling.

The dwelling which is proposed to be relocated to the site is a timber framed structure with a weatherboard cladding and a tile roof. The dwelling is currently located in a urban setting and will be relocated to a rural location.

The scope of our investigation has included site testing, development of a subsurface model, and recommendation of design parameters for foundation design. Additional works were undertaken to identify the minimum bracing requirements for the dwelling to meet the current Building Code.

2 Site characteristics

The site for the proposed development is 545 East Maddisons Road, Rolleston; legal description: Lot 1, DP 326339. The property is generally flat and is currently occupied by a packing shed, a large shed used for storage and 2 greenhouses as shown in Figure 1. It is covered in grass and low vegetation. The location of the proposed dwelling is also shown on this drawing.

3 Current investigation

The geotechnical investigation was undertaken by T&T to aid in the understanding of the subsurface conditions and to provide factual, site-specific information for use in foundation design. The investigation consisted of:



- A review of T&T archival information pertaining to the site and surrounding area;
- A review of published and unpublished geological and ground investigation data;
- A walkover site assessment by a geotechnical engineer;
- 2 No. Hand Auger Boreholes (BH01-BH02) to a maximum depth of 0.4m below existing ground level; and
- 2 No. Scala Penetrometer Tests (SC01-SC02) to a maximum depth of 0.7 m below existing ground level.

The approximate locations of exploratory holes are shown on Figure 1, Appendix A. Borehole logs and Scala Penetrometer probe logs are attached to this report as Appendix B. Geological boreholes have been logged in general accordance with the published NZ Geotechnical Society "Field description of soil & rock" guidelines.

4 Subsurface conditions

The published geology of the area ('Geology of the Christchurch Area' IGNS, Map 16, 1:250,000, 2008) indicates that the site is dominantly underlain by brownish grey river alluvium.

A general description of the soil conditions is given in Table 1. For further information refer to the investigation logs attached in Appendix B.

Table 1. Generalised subsurface conditions

Depth	Expected material
0 to 0.35 metres	Topsoil – sandy Clay with a little to some fine sand, moist
0.35 metres +	Alluvium gravel with some silt

Groundwater was not encountered during the site investigations. Based on information from the Environment Canterbury GIS database groundwater is expected at depths approximately 8m below the existing ground level. Seasonal fluctuations in groundwater levels should be expected.

In general the site ground and groundwater conditions are in accordance with existing information for the area.

5 Engineering considerations

The recommendations and opinions which are contained in this report are based upon data from two hand auger boreholes, two Scala Penetrometer tests and observation of surface features. The nature and continuity of sub-surface conditions away from the investigation locations is inferred and it must be appreciated that the actual conditions may vary from the assumed model.

Based on the ground conditions encountered in the site specific investigations, the key geotechnical issue which is required to be considered during design of the proposed dwelling available bearing capacity for foundation design.

This is discussed in more detail in the following sections.

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5.1 Foundation systems

In accordance with NZS 3604:1999, the minimum allowable bearing capacity of the underlying soils for a timber-framed structure, with foundations designed to this standard, is 100kPa.

In order to meet the requirements of this standard, it is recommended that the proposed dwelling be placed on a piled foundation. Piles should extend into the medium dense to dense gravels to a depth of at least 0.8m below the existing ground level. Square piles, 150mm x 150mm, spaced at 1.1m centres in the long direction along the dwelling and spaced at a maximum of 1.64m centres in the width direction should meet the requirements of NZS3604.

During excavation and construction, the site should be examined by an engineer competent to judge whether the exposed subsoils are compatible with the inferred conditions on which the report has been based.

Estimated maximum settlements for a piled foundation system are less than 20 mm.

5.2 Internal bracing

A review of the bracing requirements for the dwelling has been undertaken using GIB EzyBrace Systems (2009) Software¹.

The dwelling is currently located in a urban setting and will be relocated to a rural location. This increases the wind zone from a low to a medium wind zone. The dwelling will remain within the same earthquake zone.

The minimum above floor bracing required for the dwelling to comply with NZS3604 (light weight timber framed buildings) is GIB Braceline 10mm thick plaster board placed as shown in the attached Figure 2.

T&T assessed the minimum below floor bracing requirements for the dwelling to comply with NZS3604 will be met by the proposed foundation system above.

5.3 Change in floor plan layout

The proposed changes in the floor plan to the relocated building include removing the following walls to create an open plan kitchen, dining and living room as shown in attached Figure 3.

- The wall between the laundry and the entrance hall (Wall 1)
- The wall between the entrance hall and the kitchen (Wall 2)
- The wall between the dining room and the bedroom (Wall 3)

Walls 1 and 2 are not load bearing walls and therefore do not need to be replaced with a ceiling supporting beam. T&T's assessment indicates that Wall 3 is likely to be a load bearing wall and should be replaced with a beam supporting the ceiling and roof. The load bearing wall should be replaced with a 100 mm x 400 mm deep VSG8 beam.

¹ Winstone Wallboards Limited (2009). Software titled *GIB EzyBrace Systems, 2009*, Paraparaumu Beach, New Zealand

These beams should be supported by a 100 mm x 100 mm VSG8 post. To comply with NZS3604 these posts should be set in a minimum of 0.3 m³ concrete footing as detailed in figure 9.2 (A) of NZS 3604:1999. The post should be connected to the beam using 2 brackets with a minimum thickness of 6 mm fixed with M12 bolts as detailed in Figure 9.3 (B) of NZS 3604:1999.

5.4 Pavements

We recommend that a CBR of 5 be used for pavement design. All organic or soft material should be undercut from beneath the driveway and replaced with compacted hard fill (e.g. Gap 65 or approved alternative).

If services are to be placed within the driveway, all trenches should be backfilled with suitable compacted fill.

5.5 Site subsoil category for seismic design

The site subsoil category for the ground conditions at the site has been assessed in terms of NZS 1170.5 (2004). The site subsoil category for seismic design should be taken as Class D (Deep or soft soil site).

5.6 Suitability for relocation

T&T consider the building suitable for relocation to the proposed site at 545 East Maddison Road, Rolleston.

6 Recommendations

- i. It is recommended that the dwelling be founded on a pile foundation system. Piles should extend a minimum 0.8m below the existing ground level.
- ii. All footing excavations should be inspected and approved by a suitably qualified geotechnical engineer.
- iii. Internal bracing should comprise GIB Braceline 10mm at locations shown on Figure 3.
- iv. A 100 mm x 400 mm VSG8 beam should be installed to replace load bearing wall (Wall 3).

9/11/05

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7 Applicability

This report has been prepared for the benefit of Kerry Thompson & Peter Tilling with respect to the particular brief given to us and it may not be relied upon in other contexts or for any other purpose without our prior review and agreement.

During excavation and construction, the site should be examined by an engineer competent to judge whether the exposed subsoils are compatible with the inferred conditions on which the report has been based. We would be pleased to provide this service to you and believe your project would benefit from the continuity. However, it is important that we be contacted if there is any variation in subsoil conditions from those described in the report.

Tonkin & Taylor Ltd

Environmental and Engineering Consultants

Report prepared by:

Report prepared by:



Kirsti Murahidy

Geotechnical Engineer



Jodi Comerford

Civil Engineer

Authorised for Tonkin & Taylor Ltd by:



Grant Lovell

Christchurch Office Manager

25-Aug-10
p:\51711\workingmaterial\2010-08-05.kcc.letprt.doc

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Appendix A:

Figures

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PLEASE NOTE
THIS PROJECT
REQUIRES RESOURCE
CONSENT BEFORE
PROCEEDING



Proposed Plan For
PETER TILLING
545 East
Maddisons Rd
Rolleston

Lot 1
DP 326339

SITE PLAN

Date	24.8.10	
Scale	1-500	A3
Drawing	4	

Designed & Drawn by
AA Design & Draughting
Christchurch
s 9(2)(a)

FILE COPY

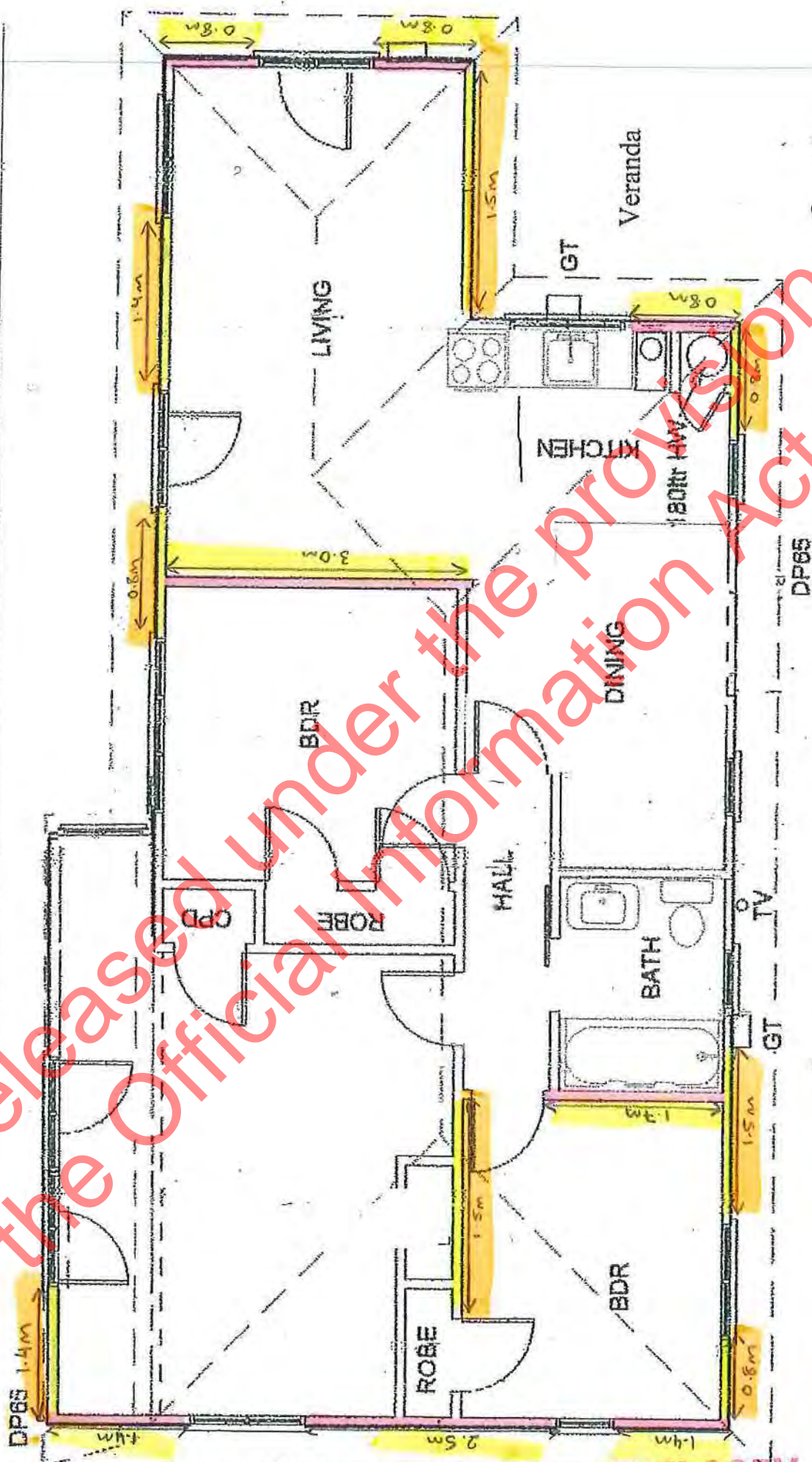


Figure 2

51741-545 East Madison Road
Minimum Bracing Plan
BL1 (20)- GIS BraceLine 1Dmm
thick Plaster Board
3/08/2010 JPC

LIVING AREA
85. sq m

Bracing in long direction
Bracing in width direction

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adding

ed plan?

DP65

BDR

ROBE

BDR

AREA
sq m

Proposed Plan For
KERRY & PETER
East Maddisons Rd
Rolleston

Lot 1
DP 326339

NEW FLOOR PLA

Date	1.8.10
Scale	1-50 A3
Drawing	

At Maddison Road
Square Posts founded in a minimum
concrete as detailed in
NZS3604:1999.

68 timber beam
500

Designed & Drawn by
AA Design & Draughting
Christchurch
s 9(2)(a)

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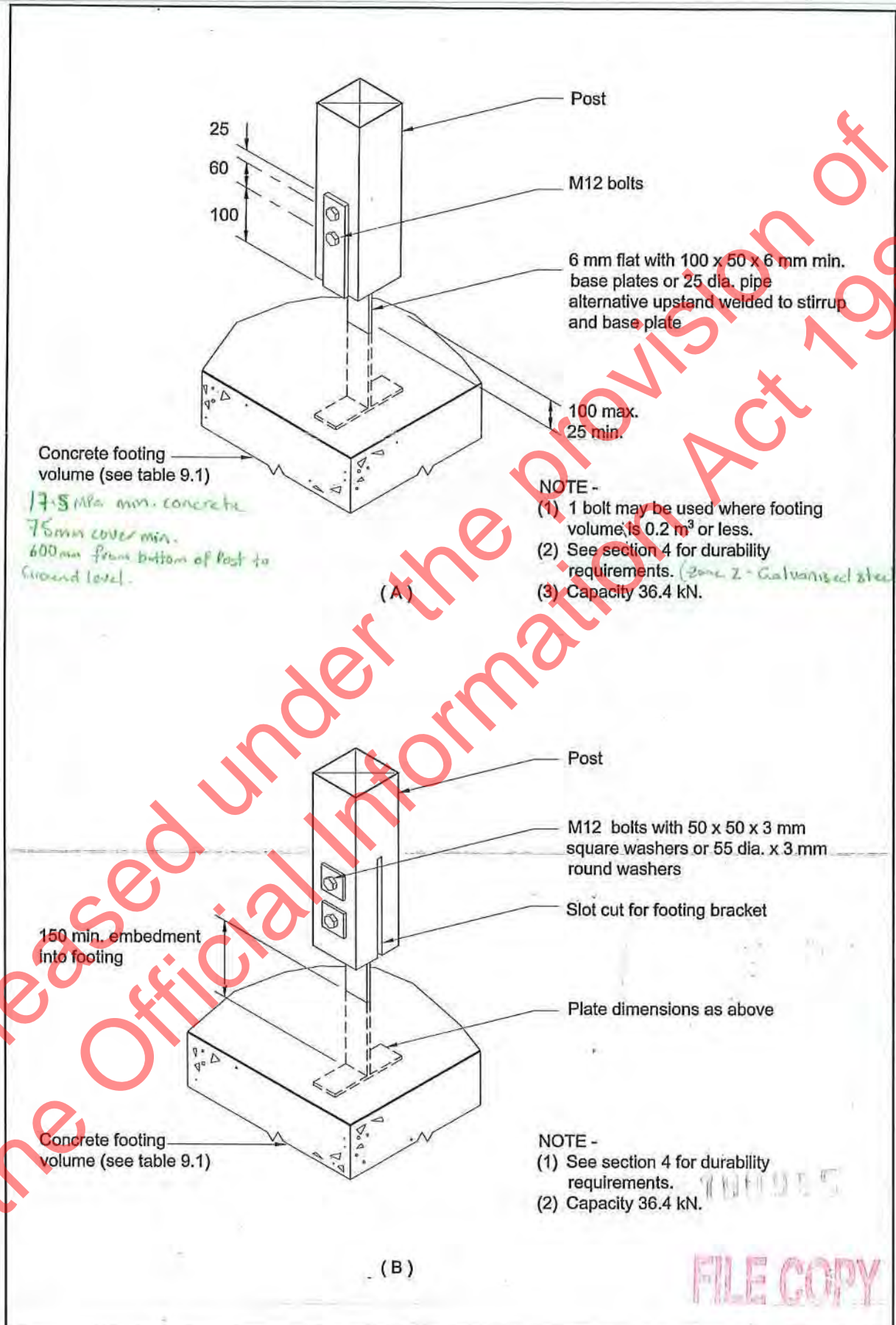


Figure 9.2 – Post/footing connections (see 9.3)

Appendix B:

Investigation logs

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Tonkin & Taylor

Project:

Computed: PAV 30/7/2010

Office: CHC

Checked: 20

Job No: 51711

Revised: 20

File:

Checked: 20

Sheet No. 1/1

Description: Location Sketch of SC/HA



Not to
Scale



■ = Proposed house

⊗ = Scala (SC) & hand auger (HA) location

100988

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TONKIN & TAYLOR LTD

BOREHOLE LOG

BOREHOLE No: BH ①
Hole Location: SE corner of proposed house
SHEET 1 OF 1

PROJECT: 545 East Maddison LOCATION: JOB No: 51711
CO-ORDINATES mN Unknown } see location plan
mE
R.L. m
DATUM
DRILL TYPE: HOLE STARTED: 29/7/10 3:00pm
DRILL METHOD: HAND AUGER HOLE FINISHED: " 3:10pm
DRILL FLUID: DRILLED BY: PAV
LOGGED BY: PAV CHECKED: JH

GEOLOGICAL										ENGINEERING DESCRIPTION									
GEOLOGICAL UNIT, GENERIC NAME, ORIGIN, MINERAL COMPOSITION.	FLUID LOSS	WATER	CORE RECOVERY	METHOD	CASING	TESTS	SAMPLES	R.L. (m)	DEPTH (m)	GRAPHIC LOG	CLASSIFICATION SYMBOL	MOISTURE / WEATHERING CONDITION	STRENGTH/DENSITY CLASSIFICATION	SHEAR STRENGTH (kPa)	COMPRESSIVE STRENGTH (MPa)	DEFECT SPACING (mm)	SOIL DESCRIPTION		
																	ROCK DESCRIPTION		
TOPSOIL									0.1								SILT with trace gravel; fine grained, medium plasticity, moist, dark brown, with rootlets		
									0.2										
									0.3								0.25m No rootlets. Becomes mottled light & dark brown.		
								0.35m											
								0.4									GRAVEL with some silt; medium grained, tightly packed, subangular to subrounded, moist. Silt is fine grained, low plasticity, dark brown.		
								0.5									End of hole at 0.4m depth (refusal in gravels)		
								0.6											
								0.7											
								0.8											
								0.9											

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TONKIN & TAYLOR LTD

BOREHOLE LOG

BOREHOLE No: BH ②
Hole Location: NW corner
of proposed house
SHEET 1 OF 1

PROJECT: 545 East Maddison		LOCATION:		JOB No: 51711															
CO-ORDINATES min Unknown } See location plan m		DRILL TYPE:		HOLE STARTED: 29/7/10 2.40pm															
R.L. Unknown } Unknown }		DRILL METHOD: HAND AUGER		HOLE FINISHED: " 2.55pm															
DATUM Unknown }		DRILL FLUID:		DRILLED BY: PAV LOGGED BY: PAV CHECKED: 9/2															
GEOLOGICAL		ENGINEERING DESCRIPTION																	
GEOLOGICAL UNIT, GENERIC NAME, ORIGIN, MINERAL COMPOSITION.		FLUID LOSS	WATER	CORE RECOVERY	METHOD	CASING	TESTS	SAMPLES	R.L. (m)	DEPTH (m)	GRAPHIC LOG	CLASSIFICATION SYMBOL	MOISTURE / WEATHERING CONDITION	STRENGTH/DENSITY CLASSIFICATION	SHEAR STRENGTH (kPa)	COMPRESSIVE STRENGTH (MPa)	DEFECT SPACING (mm)	SOIL DESCRIPTION Soil type, minor components, plasticity or particle size, colour.	ROCK DESCRIPTION Substance: Rock type, particle size, colour, minor components. Defects: Type, inclination, thickness, roughness, filling.
TOPSOIL										0.1								SILT; fine grained, medium plasticity, moist, dark brown, with rootlets.	0.1
										0.2									0.2
										0.3								0.25m Becomes low plasticity Becomes light brown No rootlets	0.3
										0.35m									
										0.4								GRAVEL with some silt; fine to medium grained, tightly packed, subrounded, moist. Silt is fine grained, low plasticity, dark brown.	0.4
										0.5								End of hole at 0.4m depth (refusal in gravels).	0.5
										0.6									0.6
										0.7									0.7
										0.8									0.8
										0.9									0.9

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TONKIN & TAYLOR

151 Kilmore Street
P O Box 13-055
CHRISTCHURCH
Tel: (03) 363 2440
Fax: (03) 363 2441

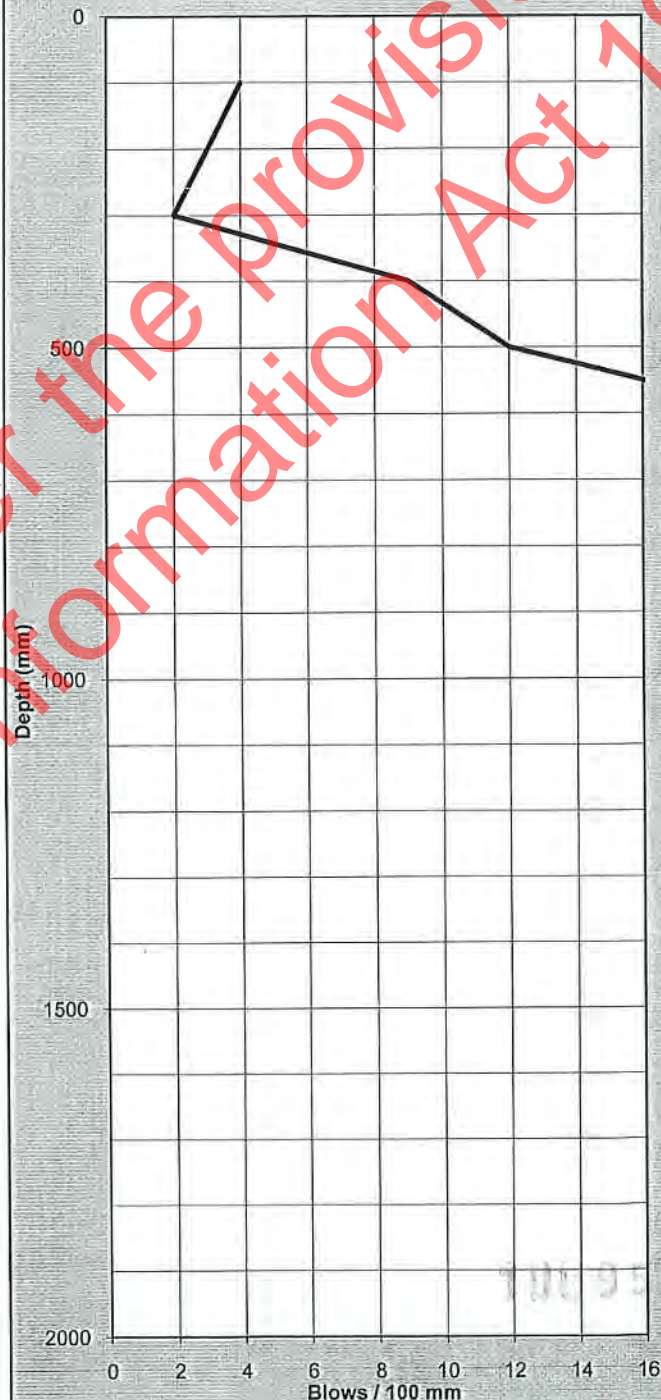
SCALA PENETROMETER LOG

Job No: 51711
Project: 545 East Maddisons Rd
Location: SE corner of proposed house
Level: Unknown

Date: 30/07/2010
Operated by: PAV
Logged by: PAV
Checked by:

Test No. SC 1
Sheet 1
of 1

mm	No. of	mm	No. of
Driven	Blows	Driven	Blows
0			
100	4		
200	3		
300	2		
400	9		
500	12		
600	≥ 20		
700			
800	Refusal at 550 mm depth		
900			
1000			
1100			
1200			
1300			
1400			
1500			
1600			
1700			
1800			
1900			
2000			
2100			
2200			
2300			
2400			
2500			
2600			
2700			
2800			
2900			
3000			
3100			
3200			
3300			
3400			
3500			
3600			
3700			
3800			
3900			
4000			
4100			
4200			
4300			
4400			
4500			
4600			
4700			
4800			
4900			



Test Method Used: NZS 4402:1988 Test 6.5.2 Dynamic Cone Penetrometer





TONKIN & TAYLOR

151 Kilmore Street
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CHRISTCHURCH
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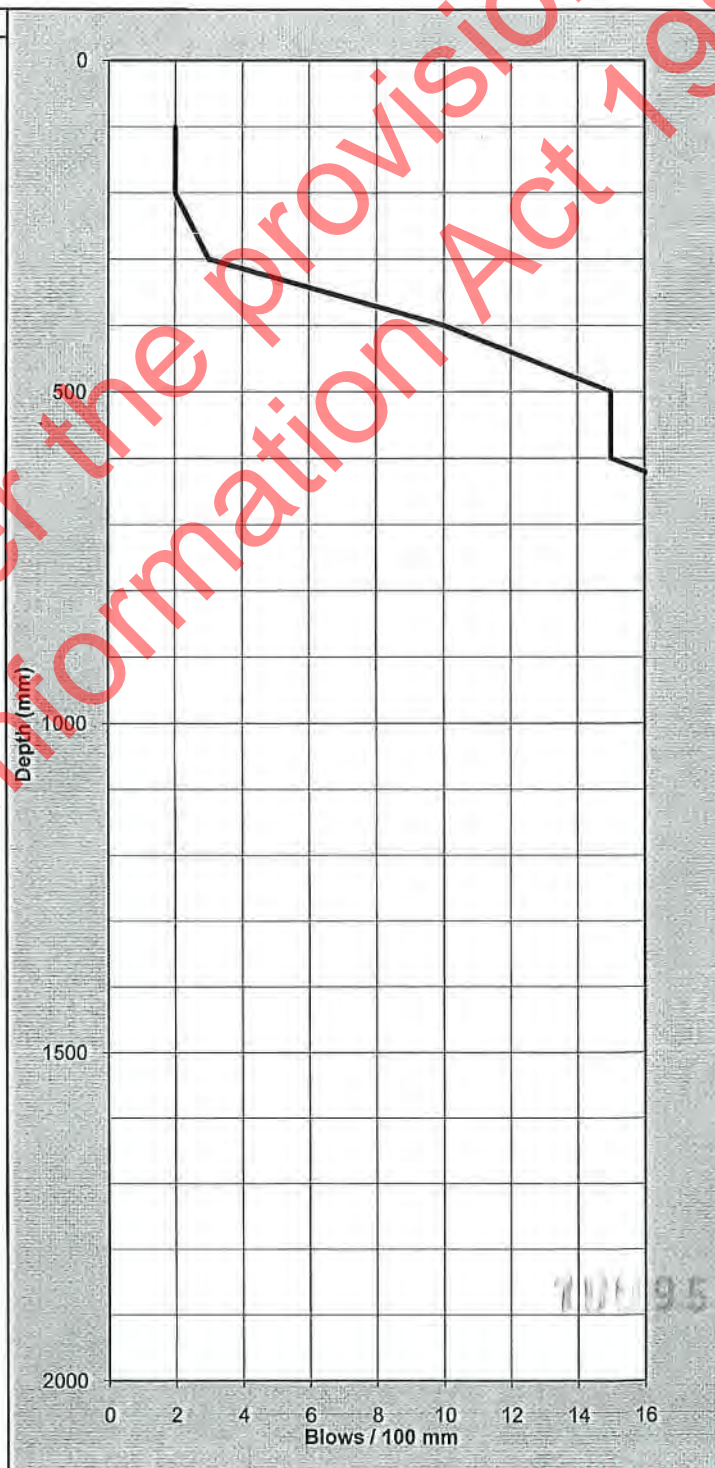
SCALA PENETROMETER LOG

Job No: 51711
Project: 545 East Maddisons Rd
Location: NW corner of proposed house
Level: Unknown

Date: 30/07/2010
Operated by: PAV
Logged by: PAV
Checked by:

Test No. SC 2
Sheet of 1

mm	No. of	mm	No. of
Driven	Blows	Driven	Blows
0			
100	2		
200	2		
300	3		
400	10		
500	15		
600	15		
700	≥ 20		
800			
900	Refusal at 610 mm depth		
1000			
1100			
1200			
1300			
1400			
1500			
1600			
1700			
1800			
1900			
2000			
2100			
2200			
2300			
2400			
2500			
2600			
2700			
2800			
2900			
3000			
3100			
3200			
3300			
3400			
3500			
3600			
3700			
3800			
3900			
4000			
4100			
4200			
4300			
4400			
4500			
4600			
4700			
4800			
4900			



Test Method Used: NZS 4402:1988 Test 6.5.2 Dynamic Cone Penetrometer



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National Policy Statement on Urban Development 2020

National Policy Statement on Urban Development 2020

For both situations regarding the land at [redacted] as replaced by the NPS-UD 2020 on 20 [redacted]

Urban areas are classified into tier 1, 2, 3 by City Council, Selwyn District Council and [redacted] Tier 1 urban environment for the [redacted]

NPS-UD 2020 Objectives

Assessment of not including 545 East Madisons Road

Assessment of including 545 East Madisons Road

[redacted] would meet Objective 1 as it would [redacted] functioning urban environment with a [redacted] of connectivity and to provide for [redacted] mic and cultural wellbeing.

[redacted] would meet Objective 2 by [redacted] available land for residential [redacted] and thus increasing the housing [redacted] contributing to improved housing [redacted]

[redacted] will meet Objective 3 as it will provide [redacted] dential land in an urban environment [redacted] to Rolleston which has employment [redacted]

NPS-UD 2020 Objectives

Assessment of not including 545 East Madisons Road

Assessment of including 545 East Madisons Road

[REDACTED]

[REDACTED] change

transport facilities. However, the bus stop is located directly near the site.

demonstrates providing for a response to the need in increased housing in Rolleston.

not relevant to this Submission.

would meet Objective 6 as it would provide for integrated, strategic residential development that is providing additional capacity to meet the increased demand. The proposal provides for strategic development over the long term by enabling residential development on available land within the wider

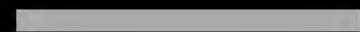
does not apply to this Submission.

NPS-UD 2020 Objectives



Assessment of not including 545 East Madisons Road

Assessment of including 545 East Madisons Road



does not apply to this Submission.

NPS-UD 2020 Policies

Assessment of not including 545 East Madisons Road

Assessment of including 545 East Madisons Road

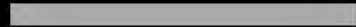
Submission site will improve
and accessibility between existing
development and planned residential

NPS-UD 2020 Policies



Assessment of not including 545 East Madisons Road

Assessment of including 545 East Madisons Road



would maximise all potential land for development within the plan change and provide residential development in the short and medium term.

do not directly apply to this Submission. It is the density of PC64 and the density that will achieve the density

do not apply to this Submission as no height or density are required.

do not apply to this Submission as not in

NPS-UD 2020 Policies

Assessment of not including 545 East Madisons Road

Assessment of including 545 East Madisons Road

Decision-makers have _____ by RM

re-zoning of the Submission site is not
d by RMA documents that give
policy statement.

re-zoning will achieve point (c) as a
g urban environment will be
can be integrated with existing
velopment.

not apply to this Submission.

would meet Policy 8 as it would
residential development that is well-

NPS-UD 2020 Policies



Assessment of not including 545 East Madisons Road

Assessment of including 545 East Madisons Road

opening urban Madis

well connected and well suited to the
nment.

pected to bring this land forward for
ment in its changes to Chapter 6,
e notified in January 2021. Therefore,
sistent with RMA planning

not directly apply to this Submission as
identified as having particular

would achieve integrated land use
ure planning, and therefore would

not apply to this Submission.

Appendix G. Canterbury Regional Policy Statement 2013

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Canterbury Regional Policy Statement 2013

Policy statements sets out objectives

issues in Canterbury. Chapter 5 (Land
ession.

ential development across the entire
'entire Region' and those which are not
rch focuses on metropolitan areas of
cies and methods in Chapter 6 take

CRPS 2013 Chapters

Assessment of not including 545 East Madisons
Road

Assessment of including 545 East Madisons
Road

es not contain any objectives or

recognises that Te Runanga o Ngai
authority and manawhenua is
ugh Te Ngai Tuahuriri Runanga.
of relevant documents have not
the application site contains wahi
er taonga.

discusses the working relationship of
Council and the District Council. The
not undermine the ability for these
achieved.

ets out the tools and processes that
y Regional Council will use to
Ngāi Tahu as tāngata whenua in the
of natural and physical resources.

CRPS 2013 Chapters

Assessment of not including 545 East Madisons Road

Assessment of including 545 East Madisons Road

[REDACTED]

[REDACTED] these

does not undermine the ability for
to be achieved.

h will provide for integration and
in the Rolleston urban area to provide
d residential growth. The ODP
comprehensive and integrated
of the site that will enable the
eds of the future residents. The site is
d with surrounding roads and
vices and will not have adverse
physical resources.

ed assessment of Chapter 5 is
e separate table below.

h is consistent with this Chapter.

ntains objectives and policies relevant
g of the Submission site which are
ow.

ed assessment of Chapter 6 is
e separate table below.

h is consistent with this Chapter.

does not impact upon water flow,
evels or allocation regimes and does
providing sufficient quantities of
odies. The proposal will not have a
fect on water quality and will not
ase of hazardous substances.

h is consistent with this Chapter.

CRPS 2013 Chapters

Assessment of not including 545 East Madisons Road

Assessment of including 545 East Madisons Road

ocation site is not located in a coastal

enviro

ocation site does not contain any
enous ecosystems or indigenous

no rivers, lakes or riparian zones

ds associated with the application
n assessed as part of the
Report supporting the application.
sidered suitable for the re-zoning from
cal perspective.

n is consistent with this Chapter.

n site is not located within or
n outstanding natural feature or

n is consistent with this Chapter.

will not cause the loss of any historical
sites, buildings, places and areas.

will not cause a deterioration of
quality.

will not result in soil erosion,
of water bodies or the, loss of
etation cover.

CRPS 2013 Chapters

Assessment of not including 545 East Madisons Road

Assessment of including 545 East Madisons Road

The site is located within the Rolleston township, with public transport to the township, and a design providing an efficient use

is consistent with this Chapter.

The site has been investigated and is found to be contaminated. The proposal involves activities that will cause degradation of natural resources.

is consistent with this Chapter.

CRPS 2013 Chapter 5 Relevant Objectives and Policies

Assessment of not including 545 East Madisons Road

Assessment of including 545 East Madisons Road

will meet Objective 5.2.1. The development of the Submission site will be a residential development that will be well designed around the area of Rolleston, with the primary purpose of providing additional residential housing to meet the region's growing demand. The proposal will meet housing to meet the region's needs (2b) by maximising the available

CRPS 2013 Chapter 5 Relevant Objectives and Policies

Assessment of not including 545 East Madisons Road

Assessment of including 545 East Madisons Road

vide for their social, be su

ppment. By including the Submission
d any potential conflict between
and residential development (2i).
will be consistent with Objective 5.2.1.

CRPS 2013 Chapter 6 Relevant Objectives and Policies

Assessment of not including 545 East Madisons Road

Assessment of including 545 East Madisons Road

ed residential development on the site is on land within the Projected re Boundary so has been identified development. It is expected that the changes to Chapter 6 will bring re land within the Projected re Boundary to be identified as a elopment Area in the near future so is with Objective 6.2.1.

ed inclusion of the Submission site will infrastructure and servicing are to the wider residential development bid cost and nuisance at a later date and be developed in the future. The ll more appropriately address d character values by grouping and rural land together in a logical

al will be consistent with Objective

CRPS 2013 Chapter 6 Relevant Objectives and Policies

Assessment of not including 545 East Madisons Road

Assessment of including 545 East Madisons Road

ation, use, development,

ed rezoning of the Submission site consistent with Objective 6.2.2 as it will consolidated urban growth and on of the urban area of Rolleston. This a more logical settlement pattern the future development area to ore consistently with the planned RPS a.

al will provide for the development of d greenfield priority area on the f Rolleston to meet housing demand.

al will be consistent with Objective

CRPS 2013 Chapter 6 Relevant Objectives and Policies

Assessment of not including 545 East Madisons Road

Assessment of including 545 East Madisons Road

CRPS 2013 Chapter 6 Relevant Objectives and Policies

Assessment of not including 545 East Madisons Road

Assessment of including 545 East Madisons Road

provision of services in Greater

nal road network will be completed. provide greater functioning and y through the proposed ent area.

n of the submission site would enable on Road frontage to be more nsively (and efficiently) upgraded proximity to the existing school, thus transport safety.

he proposal will be more consistent tive 6.2.4.

6.2.5 does not apply to this

6.2.5 does not apply to this

ed development of the Submission and within the Projected Infrastructure of Map A so has been identified for elopment.

pter 6 has been amended in 2021 w future development areas are hen the Submission will be consistent 6.3.1.

CRPS 2013 Chapter 6 Relevant Objectives and Policies

Assessment of not including 545 East Madisons Road

Assessment of including 545 East Madisons Road

n and extent of indicated

CRPS 2013 Chapter 6 Relevant Objectives and Policies

Assessment of not including 545 East Madisons Road

Assessment of including 545 East Madisons Road

elements should be used at

through the development
to planned development.

al will be consistent with Policy 6.3.2

CRPS 2013 Chapter 6 Relevant Objectives and Policies

Assessment of not including 545 East Madisons Road

Assessment of including 545 East Madisons Road

ar approaches to

cluding the Submission site would
matters listed in Policy 6.3.3.

f the Submission site would meet the
olicy 6.3.2 as it will provide
and connectivity of the Submission
isting and planned residential
ent.

nd connections would be able to be
hrough the Submission site and could
ditional connections from East
oad through the development.

walkways and cycleways could be
ed into future design to achieve multi
sport and provide a range of
ptions.

ed ODP including the Submission site
es co-ordination of subdivision and
ent between landowners as a more
ed and integrated development can
chieved.

hat an area of land to the southern
e planned future development area
en excluded. This land has rural
e south and west that is not
and as such will not become a

CRPS 2013 Chapter 6 Relevant Objectives and Policies

Assessment of not including 545 East Madisons Road

Assessment of including 545 East Madisons Road

Business activities

Map surrounded by residential zoning
Submission site was proposed for.

Use of the submission site will be
in line with Policy 6.3.3.

CRPS 2013 Chapter 6 Relevant Objectives and Policies

Assessment of not including 545 East Madisons Road

Assessment of including 545 East Madisons Road

ing or designated

on of the Submission site ensures that
sons Road will be upgraded along
ontage between Goulds and Selwyn

al will be consistent with Policy 6.3.4 is

ion site is identified within the urban
eston and its inclusion will provide for
le forward planning for the necessary
re development and delivery. This will
ordination, provide services in a more
way and be operationally efficient
ately protects the investment made

CRPS 2013 Chapter 6 Relevant Objectives and Policies

Assessment of not including 545 East Madisons Road

Assessment of including 545 East Madisons Road

Co-ordinated with the [redacted] in

structure. The inclusion on the site will be consistent with Policy 6.3.5.

CRPS 2013 Chapter 6 Relevant Objectives and Policies

Assessment of not including 545 East Madisons Road

Assessment of including 545 East Madisons Road

is not relevant to the Submission.

al will create a residential
ent within the urban limit of Map A.
ed residential development is near
on township which has public
nd mixed-use areas.

that household density will achieve
m requirements, being 10 households
e, and noting that this is likely to be
p 12 households per hectare.

al will be consistent with Policy 6.3.7

CRPS 2013 Chapter 6 Relevant Objectives and Policies

Assessment of not including 545 East Madisons Road

Assessment of including 545 East Madisons Road

is not relevant for this Submission.

is not relevant for this Submission.

0 is not relevant for this Submission.

0 is not relevant for this Submission.

Appendix H. Selwyn District Plan and proposed Selwyn District Plan

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the Official Information Act 1982

Selwyn District Plan Objectives and Policy Assessment

at objectives, policies and rule		District in the Rural and Township areas.
on.		
Operative Selwyn District Plan		
Relevant Objectives and Policies	Assessment of <u>not including</u> 545 East Madisons Road	Assessment of <u>including</u> 545 East Madisons Road
Township Volume.		will avoid adverse effects on other amenity values of the township and providing integrated and well-entia development. s consistent with Objective B4.3.1
		n an existing priority area the site is an limit of Map A as identified by the y Statement, and an ODP is being s is likely to be amended by the nge to Chapter 6. proposal is consistent with Objective be amended.

Relevant Objectives and Policies

Township Volume.

Assessment of not including 545 East Madisons Road

Assessment of including 545 East Madisons Road

of residential or

the p

will provide for a timely, efficient and
d residential development with the
e Submission site and existing and
dential development.

s consistent with Objective B4.3.4

s in the Greater Christchurch area
e additional residential housing to
d.

s consistent with Objective B4.3.4

s within the Greater Christchurch area
not currently zoned for residential, is
an limit shown in Map A and is
y be bought forward as a greenfield
s per the change to Chapter 6, and
een submitted for this development.
e submission site it brings this policy
vant.

s consistent with Policy B4.3.1.

Relevant Objectives and Policies

Township Volume.

Assessment of not including 545 East Madisons Road

Assessment of including 545 East Madisons Road

re-zoning of the Submission site will
rural land is surrounded by living

s consistent with Policy B4.3.3.

re-zoning of the Submission site will
compact and consolidated residential
that is compatible with surrounding
most efficient for servicing and

s consistent with Policy B4.3.6

re-zoning of the Submission site will
ence with the submitted and revised
will be in accordance with Policy
medium density and subdivision

s consistent with Policy B4.3.7

rezoning of the Submission site and
g ODP will provide for an integrated

Relevant Objectives and Policies

Township Volume.

Assessment of not including 545 East Madisons Road

Assessment of including 545 East Madisons Road

existing road network area

development that is connected to future development.

will minimise any adverse effects on the environment and any potential adverse sensitivity issues.

OPD provides the required density of 100 units per hectare.

is consistent with Policy B4.3.8

Relevant Objectives and Policies

Township Volume.

Assessment of not including 545 East Madisons Road

Assessment of including 545 East Madisons Road

no funding

Proposed Selwyn District Plan

Relevant Objectives and Policies

Assessment of not including 545 East Madisons Road

Assessment of including 545 East Madisons Road

on in October 2020. The objectives and

s within the existing urban limit for
will provide additional housing to
d.

s consistent with Objective SD-UFD-01

re-zoning of the Submission site will
ated with the surrounding existing
residential development. Including
a site with the surrounding proposed
ensure efficient provision and timing
infrastructure.

s consistent with Objective SD-UFD-03.

of the Submission site will integrate
nd proposed residential
Also, by re-zoning and developing
strategic sequence, infrastructure and
e coordinated and timely.

s consistent with UG-01

Relevant Objectives and Policies

Assessment of not including 545 East Madisons Road

Assessment of including 545 East Madisons Road

and Notable Trees:

re-zoning of the Submission site will sensitivity effects on rural land by residential land into one integrated defined urban/rural boundary.

is considered consistent with UG-P11.

development will not occur in a rural ommission is granted, the proposed re- Submission site will be consistent with use it will retain a clear delineation between rural and urban areas.

is considered consistent with GRUZ-01.

Relevant Objectives and Policies

[REDACTED]

Assessment of not including 545 East Madisons Road

Assessment of including 545 East Madisons Road

ve primary

GRUZ

Canterbury

District Health Board

Te Poari Hauora o Waitaha

Submission on Proposed Plan Change 64 - Rezone land from Rural Inner Plains to Living Z, Faringdon

Clause 6, First Schedule of the Resource Management Act 1991

To: Selwyn District Council
2 Norman Kirk Drive, Rolleston 7643

Submitter: Canterbury District Health Board

Attn: Matt Willoughby
Community and Public Health
C/- Canterbury District Health Board
PO Box 1475
Christchurch 8140

Proposal: Hughes Development Limited have lodged a private plan change request with Council. The Plan Change seeks to rezone approximately 42.3218 hectares of land in Faringdon South West and approximately 35.5632 hectares of land in Faringdon South East from Rural Inner Plains to Living Z zone.

CDHB SUBMISSION ON PLAN CHANGE 64

Name of submitter

1. Canterbury District Health Board (CDHB)

Detail of submission

2. The CDHB is responsible for promoting the reduction of adverse environmental effects on the health of people and communities and to improve, promote and protect their health pursuant to the New Zealand Public Health and Disability Act 2000 and the Health Act 1956.
3. The Ministry of Health requires the CDHB to reduce potential health risks by such means as submissions to ensure the public health significance of potential adverse effects are adequately considered by territorial authorities.

General comments

4. The CDHB seeks to ensure that adequate lateral infrastructure is provided to service this proposed development allowing for future population increases, this includes but is not limited to; drinking water supply, wastewater services and stormwater management.
5. Treatment facilities associated with the development must also have capacity for future demand including but not limited to drinking water treatment and wastewater treatment.

Conclusion

6. The CDHB does not wish to be heard in support of this submission.
7. Thank you for the opportunity to submit on Plan Change 64

Person making the submission



Dr Cheryl Brunton
Medical Officer of Health

Date: 20/11/2020

Contact details

Matt Willoughby
For and on behalf of
Community and Public Health
C/- Canterbury District Health Board
PO Box 1475
Christchurch 8140

s 9(2)(a)

[Redacted]

[Redacted]

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the Official Information Act 1982