



Submission on Greater Christchurch Settlement Update – Our Space 2018-2048

Kevin and Bonnie Williams

November 2018

Greater Christchurch Partnership

Submitter Details

Name: Kevin & Bonnie Williams

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Resource Management and Planning
PO Box 1435
Christchurch 8140

Email address: fiona@astonconsultants.co.nz

Phone Number: 03 3322618

Mobile Number: 0275 332213

Contact Person Fiona Aston

Hearings:

We wish to speak at the hearings.

Preferred location: Selwyn District Council

Contact number: C/- Aston Consultants Ltd. Contact details as above.

Background:

The following background provides the context to this submission on **Our Space**. The Submitters, Kevin and Bonnie Williams, have made submissions on the Selwyn District Plan Review and Selwyn Long Term Plan to enable rural residential or urban development of their property at 98-150 Marshs Road, Prebbleton (55 ha). A copy of the District Plan Review submission is attached as **Appendix A**.

The Submitter's preference is to develop their land for rural residential purposes. They have proven development experience, having developed the Templeton Claremont rural residential subdivision.

The Submitters' site is an ideal location for rural residential development. It will provide a replacement for preferred rural residential development areas at Prebbleton, as shown in the Selwyn Rural Residential Strategy, which are within the future growth path for Prebbleton (including Area 7). The owners of Area 7 have not proceeded with rural residential because they are seeking urban zoning for their land. Prebbleton is close to capacity in terms of feasible urban development, and there is strong market demand for further growth.

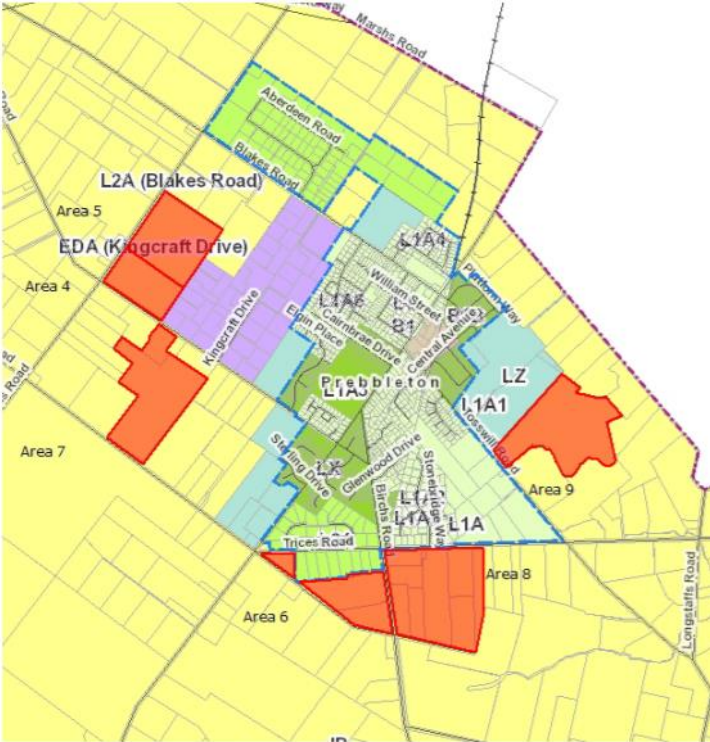


Fig 1: Preferred Rural Residential Areas – Prebbleton

Relief Sought:

The changes which the Submitter requests are in line with its responses and reasons are outlined below. Additions are underlined and in bold and deletions are strike through.

1. Amend **Our Space** and the Canterbury Regional Policy Statement (CRPS) to give effect to the intent of this submission, including as follows:-

6.2 Schedule of future work

Amend 8 (page 34) as follows:-

Prepare a proposed change to Chapter 6 (Recovery and Rebuilding of Greater Christchurch) of the Canterbury Regional Policy Statement as follows:-

- amending Policy 6.3.9 as follows:-

6.3.9 Rural residential development

In Greater Christchurch, rural residential development further to areas already zoned in district plans as at 1st January 2013 can only be provided for by territorial authorities in accordance with an adopted rural residential development strategy prepared in accordance with the Local Government Act 2002 **or in substitution for a preferred rural residential**

development area identified in an adopted rural residential strategy which has since been zoned or developed for urban purposes, subject to the following:....; and

- provide flexibility to accommodate meritorious proposals for urban development and zoning and to facilitate a responsive planning approach to management of urban growth of Greater Christchurch by amending and adding to the objectives and policies as follows (insertions in bold and underlined):-

Add new Policy 6.3.1A as below:-

Policy 6.3.1 A

(a) Enable urban development or urban zoning outside the Greenfield Priority, Special Housing Areas and Existing Urban Areas shown on Map A provided the following conditions are met:-

- (i) Any additional land is contiguous with a Greenfield Priority Area, Special Housing area, or Existing Urban Area; and**
- (ii) Any additional land will integrate with the provision of infrastructure; and**
- (iii) Any additional land is a logical addition to the urban area and will contribute to a consolidated urban form; and**
- (iv) The urban development or urban zoning will have beneficial planning outcomes; and**
- (v) All of the criteria in Policy 6.3.11 (5)(a) to (g) inclusive are met.**

Explanation:

This policy confirms the requirement for urban development to be contained within Greenfield Priority, Special Housing and Existing Urban Areas but provides some flexibility to accommodate meritorious proposals and to facilitate a responsive planning approach given the uncertainties associated with the housing and business land capacity assessments which have informed Map A, and with the primary drivers and influencers of urban development in Greater Christchurch.

6.2.1 Recovery framework

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

3. avoids urban development outside of existing urban areas or greenfield priority areas for development, unless expressly provided for in the CRPS **or which has only minor or less than minor adverse effects that will not compromise the overall CRPS urban growth management approach;**

6.3.1 Development within the Greater Christchurch area

In relation to recovery and rebuilding for Greater Christchurch:

4. ensure new urban activities only occur within existing urban areas or identified greenfield priority areas as shown on Map A, unless they are otherwise expressly provided for in the CRPS **or which have minor or less than minor adverse effects that will not compromise the overall CRPS urban growth management approach;**

6.3.7 Residential location, yield and intensification

In relation to residential development opportunities in Greater Christchurch:

7. Subject to Policy 5.3.4, residential greenfield priority area development shall occur **generally** in accordance with Map A. These areas are sufficient for both growth and residential relocation through to 2028.

2. Specify in **Our Space** that Fig 16 be included in District Plans rather than the Canterbury Regional Policy, thus facilitating the ability for private plan requests for changes to the same, with appropriate criteria for assessment being included in the CRPS and/or District Plans; or as a less preferred alternative, other methods to retain flexibility and 'future proofing' to respond to meritorious housing and business development proposals which give effect to the NPS-UDC but are not recognized or provided for in **Our Space** and supporting documents.
3. Consider other amendments to the CRPS and other documents and other actions which are appropriate to facilitate a responsive planning approach to management of urban growth of Greater Christchurch.
4. Consider streamlined RMA or other processes to facilitate the amendments sought which are specific to the Submitters' land and which provide flexibility to provide for meritorious zoning and urban development, including associated policy wording. Do **not** use

streamlined processes for implementation of the overall **Our Space** strategy and approach which has very significant implications and needs to be subject to rigorous RMA based evidential testing.

5. Any further, consequential or alternative amendments to any documents, and other actions which meet and give effect to the intent of this submission.

Reasons for Relief Sought:-

1. For the reasons set out in the Background above and in the responses to the Submission Form questions below.
2. The housing and business capacity targets, urban form outcomes, and Schedule of Future Work measures (including changes to the CRPS) contained in '**Our Space**' will have a profound and defining effect on the Greater Christchurch settlement pattern for the next 30 years. There will be significant flow on effects for the local, regional and potentially national economies. There is an acknowledged high level of uncertainty with the housing and business lands capacity assessments. The adopted approach is aspirational and untested with its focus being redevelopment and intensification of existing urban areas, underpinned by an as yet unfunded "*vision for transformation of the transport network that fosters much greater public and active transport usage, and reduced reliance on the private vehicle*".¹ Despite this, there is no s32 assessment accompanying **Our Space**.
3. The amendments sought will enable the Submitter's land to be used in the most appropriate, effective and efficient way which will achieve the purpose of the Resource Management Act 1991 (the Act).
4. **Our Space** as notified proposes an urban growth management approach, in particular as it affects Prebbleton township and rural residential living opportunities, which is inconsistent with and does not give effect to the Act, including Part 2 and Section 32, and other relevant statutory and non statutory matters.
5. The **Our Space** housing land development capacity targets are uncertain, inaccurate and based on a flawed methodology. They do not consider rural residential development – or the relationship between the urban and rural residential living opportunities, including cases where preferred rural residential areas are in urban growth paths.

¹ Open Space p 19

6. **Our Space** considers a responsive planning approach to future the management of the Greater Christchurch urban growth but does not facilitate or enable this, whereas the relief sought is this submission does.
7. **Our Space** as notified is contrary to and does not give effect to the National Policy Statement – Urban Development Capacity (NPS – UDC) in particular Policy PB1 which requires housing capacity supply to meet demand for different types, locations and price points.
8. A fixed uncontestable urban/rural boundary line for Greater Christchurch as proposed by **Our Space** is unlikely to facilitate the urban form sought by **Our Space** including for the following reasons:-
 - Overly strict limitations on peripheral growth causes excessive land price inflation that in turn has a very negative effect on housing affordability;
 - A planning regulatory regime which provides for a contestable urban/rural boundary sends an important signal to the property market that it is best to get on with development rather than “land bank” (because there is excessive capital gain due to scarcity of land supply);
 - Containment and higher land values does not facilitate intensification;
 - If the Central City and the Key Activity Centres are attractive the market will locate there by people’s choice. Generally carrots are better than sticks to achieve desired planning outcomes.

Housing Growth:

Question 1:

Our Space highlights there is significant capacity for new housing through redevelopment in Christchurch City but to accommodate housing growth in Selwyn and Waimakariri it identifies additional greenfield land around Rolleston, Rangiora and Kaiapoi.

Do you agree with this approach and why?

Response:

See comments under Background and reasons for relief above.

Question 2:

Our Space adopts the current planning framework that encourages a range of new housing types, especially in the central city, close to suburban centres within the City and around existing towns in Selwyn and Waimakariri.

Do you agree with this approach and why?

Response:

No comment.

Question 3:

Our Space proposes to develop an action plan to increase the supply of social and affordable housing across Greater Christchurch and investigate with housing providers the different models to make it easier for people to buy their own home.

What elements should be included in this action plan?

Response:

No comment.

Business Growth

Question 4:

Our Space adopts the current planning framework that directs new commercial development (office and retail) to existing centres to retain their flexibility and vitality, especially the central city, suburban centres and town centres in Selwyn and Waimakariri.

Do you agree with this approach and why? What further measures would support such development?

Response:

No comment.

Question 5:

The Canterbury Regional Policy Statement and the District Plans for Christchurch City and Selwyn and Waimakariri Districts have already identified suitable capacity for new industrial businesses.

Do you agree or disagree this is sufficient and in the right location and why?

Response:

No comment.

Growth needs

Question 6:

The proposals in **Our Space** are informed by a Capacity Assessment that considers future demands for housing and business land, based on demographic changes and projections from Statistics New Zealand, and likely changes in our economy, including through business sector trends and impacts from technological change.

Do you agree or disagree with this evidence base and why?

Response:

No – see Background and Reasons for Relief Sought above.

Transport and other infrastructure

Question 7:

Our Space promotes greater densities around key centres to increase accessibility to employment and services by walking, cycling and public transport. This aligns with recent transport proposals that signal more high frequency bus routes and in intention to deliver rapid transit along the northern and south-west transport corridors.

Do you agree or disagree with this approach and why?

Response:

No response, other than to note that 98-100 Marshs Road has excellent connectivity to both Prebbleton and Christchurch City, including cycle and roading links.

Question 8:

Our Space aligns with broader infrastructure planning (including wastewater, water supply, stormwater, energy, telecommunications, community facilities, schools and healthcare) to help create sustainable, cohesive and connected communities.

Do you agree or disagree with this approach and why? What more could be done to integrate infrastructure planning?

Response:

No response, other than to note that there are no known servicing issues with residential or rural residential development or 98-100 Marshs Road. Reticulated services exist to the property boundary (land on the north side of Marshs Road is zoned Industrial Heavy).

Other

What other points do you wish to make to inform the final **Our Space 2018-2048 Greater Christchurch Settlement Update?**

Response:

No further comments other than as noted above.

Appendices

Appendix A: Submission on Selwyn District Plan Review

Appendix A
Submission on Selwyn District Plan Review



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resource management & planning

Submission on Selwyn District Plan Consultation Document 'Are we on track'

Kevin and Bonnie Williams

October 2018

Selwyn District Council

SELWYN DISTRICT COUNCIL

SUBMISSION ON SELWYN CONSULTATION DOCUMENT 'ARE WE ON TRACK'

Submitter Details

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Contact Person: Fiona Aston

Submission:

Our submission applies in particular to the Inner Plains Rural Zone, provision for further urban/rural residential growth and in particular the zoning of our property at 98-150 Marshs Road, Prebbleton ('the Site').

Relief Sought

- 1) The Selwyn District Plan rezone our land at 98-150 Marshs Road (Rural Section 2836 & Rural Section 2705, Lot 1 DP54254 & Section 1 Survey Office Plan 496375 ('the Site') for rural
- 2) residential or urban purposes (residential or possibly industrial).
- 3) Any other consequential or other amendments to the District Plan Review or other Council actions necessary to give effect to the intent of this submission.

Reasons for Submission:

The reasons for the submission are as set out in our submission on the Selwyn Long Term Plan ('SLTP') (see **Appendix A**).

We intend to develop the Site for rural residential (or urban) purposes in the immediate future (as soon as they can secure appropriate zoning –we will be submitting on the Urban

Development Strategy Settlement Review due to be notified in 1 November 2018 seeking the same. We have a proven track record in subdivision development, having undertaken the Claremont rural residential subdivision close to Templeton.

A handwritten signature in black ink, appearing to read 'T. Williams', enclosed in a thin black rectangular border.

.....

(Signature of applicant or person authorized to sign on behalf of the applicant)

Date: October 31, 2018

Appendices:

Appendix A: Kevin and Bonnie Williams submission on Selwyn Long Term Plan 2018-2028



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SUBMISSION ON SELWYN DISTRICT PLAN LONG-TERM PLAN 2018 – 2028

To: The Chief Executive
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Rolleston 7643

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1.0 Our Submission

We seek amendments to the Selwyn District Long-Term Plan 2018-2028 (LTP) in order to make appropriate provision for servicing our land at 98 – 150 Marshs Road, legally described as Rural Section 2836 & Rural Section 2705, Lot 1 DP54254 & Section 1 Survey Office Plan 496375 (the Site) for rural residential or urban purposes (residential or possibly industrial).

2.0 Reasons for Submission

- 1) The Site is an appropriate location for rural residential (or urban) development for all the reasons outlined below;
- 2) Prebbleton is close to capacity in terms of feasible urban development, and there is strong market demand for further growth;
- 3) Prebbleton is identified in Selwyn 2031 as a Service Centre. There is scope for significant further growth at Prebbleton before it meets the maximum intended size for a Service Centre;
- 4) The logical and preferred future urban growth direction for Prebbleton is for Shands Road to be the westward extent of urban growth (as stated in

Property

Subdivision

Industry

Community

Environment

the SDC Rural Residential Strategy page 68. Replacement rural residential areas will be required. The Site is an appropriate replacement location.

- 5) The Submitters intend to develop the Site for rural residential (or urban) purposes in the immediate future (as soon as they can secure appropriate zoning – they will be submitting on the Urban Development Strategy Settlement Review due to be notified in August 2018 seeking the same). They have a proven track record in subdivision development, having undertaken the Claremont rural residential subdivision close to Templeton.

Further background and explanation in support of the above reasons is set out below.

3.0 Background

The Site will be approximately 55 ha and is zoned Rural Inner Plains (see location plan – Figure 1 below with the Site highlighted in green). It was previously approximately 69ha but land has/will be taken for the Southern Motorway extension which bisects the original site. It is currently used for horse training and a horse stud.



Figure 1

The Site is located in Selwyn District at the Marshes Road boundary with Christchurch City. The northern side of Marshes Rd is a greenfield business area, zoned Industrial Heavy in the Christchurch Replacement District Plan. Between the Site and State Highway 1 (SH1) to the north west is the existing Meadowlands Road and Waipuna Road subdivision comprising 4 ha lots. This subdivision adjoins the existing Templeton township. There is an existing rural

residential subdivision (Claremont) on the south side of SH1 just beyond Templeton. This was developed by the Williams.

The Site is immediately north west of the existing Prebbleton Aberdeen subdivision.

4.0 Suitability for Rural Residential Development

Rural residential development of the Site could yield around 90-95 lots based on an average lot size of 5000m².

The Site is not identified as a preferred rural residential site in the Selwyn District Council Rural Residential Strategy 2014 (RRS). The preferred rural residential sites were essentially sites requested by submitters which met preferred site criteria specified in the RRS. The submitters did not submit on the RRS because at the time (prior to 2014) they were not aware that a RRS was in preparation.

Notwithstanding, the Site meets most of the relevant criteria and pre-requisites for preferred rural residential sites as identified in RRS (reproduced in **Appendix A** of this submission), and the District Plan intended outcomes for rural residential zones for the reasons set out below.

The Site can be:-

- economically serviced, with potential servicing options available from both Christchurch City and Selwyn District (see servicing plan attached as **Appendix B**). The existing sewerage line along Shands Road is to be retained as a lifeline sewer line. The submitter's strong preference is for the Site to be serviced by SDC as the Site is within SD and it is appropriate that servicing is provided by the local authority in which the Site is located;
- integrated with and consolidated with the urban form of Prebbleton – the Site adjoins the Prebbleton urban boundary and is immediately west of Shands Road which forms the logical long term western extent of urban development of Prebbleton, as stated in the RRS;
- achieve a high level of connectivity with Prebbleton – whilst on 'first impression' it may appear that the Southern Motorway extension will sever the Site from the Prebbleton township, in fact this is not the case as there is excellent existing and proposed connectivity by multiple transport modes between the Site and Prebbleton. The Rail Trail cycle route goes to the boundary of the Site, and provides a link between Prebbleton and the city. In addition, there will be a cycle and pedestrian route over the proposed Shands Road overbridge over the motorway, which we understand will also connect into Prebbleton (via Blakes Road);
- achieve the sense of spaciousness and ruralness anticipated for a rural residential zone with appropriate design;

- given the Site size, and size of rural residential lots, any potential reverse sensitivity effects with the adjoining Southern Motorway and Industrial Heavy zoned land to the north can be mitigated or avoided by appropriate subdivision layout and design;
- there are no known potentially noxious or nuisance intensive farming activities in the vicinity of the Site;
- the Site is not affected by any known physical constraints (eg natural hazards);
- the landowners wish to develop the Site for rural residential purposes and have a proven track record in subdivision development, having developed the neighbouring Claremont rural residential subdivision close to Templeton.

With respect to the site specific criteria for Prebbleton, the Site meets all relevant criteria with the exception of avoiding locations that may contribute to the long term coalescence of Prebbleton with the townships of Templeton and development within the Christchurch City territorial authority boundary. The Site, and the existing Waipuna Road/Meadowlands 4 ha subdivision currently separate the existing Prebbleton and Templeton townships along Marshs Road.

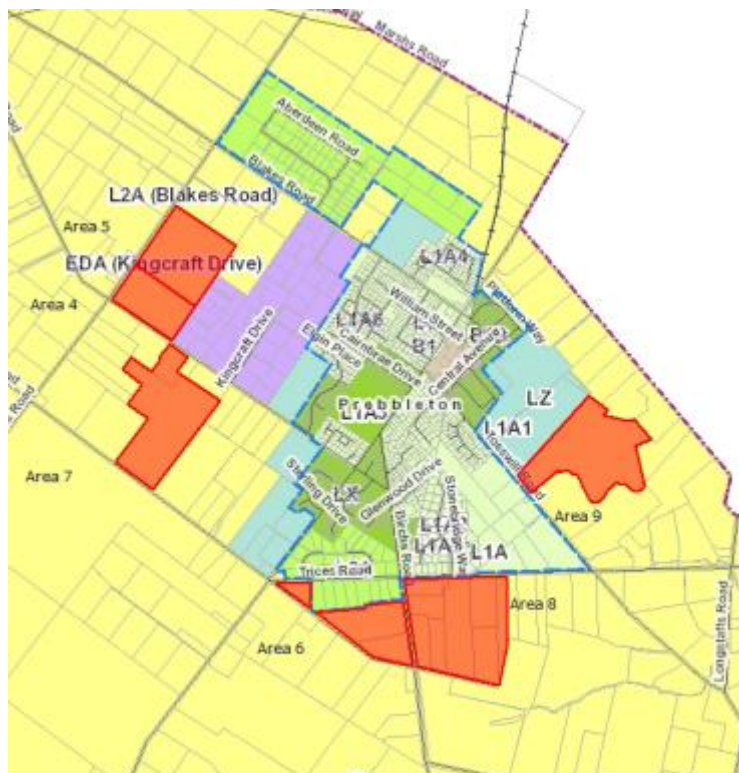
However, the RRS pre-dates the Southern Motorway extension so is at least partially out of date. Retention of the Waipuna Road/Meadowlands 4 ha subdivision and rural residential zoning of the Site would retain a suitable and practical low density residential and rural visual and land use buffer between the two townships. Shands Road would provide a strong 'urban edge' to the western boundary of Prebbleton township (Shands Road is stated in the RRS as the logical boundary for urban development west of Prebbleton).

Appropriate treatment of the Marshs Road Industry Heavy zone interface through design measures could also ensure retention of an appropriate degree of 'ruralness' for the development, consistent with its 'rural buffer' function and the edge treatment requirement under the Christchurch District Plan for the north side of Marshs Rd (two staggered and offset rows of trees, with trees to be placed 10 metres apart in each row, minimum 10m setback for buildings, maximum building height 15m within 20m of Marshs Road frontage).

The assessment below addresses the SDC officer's concerns in relation to the criteria as recorded in the Consultation Record (**Appendix C**) - in particular in relation to servicing (NZTA has confirmed services can cross the Southern Motorway): potential Motorway severance issues (there will in fact be excellent connectivity between the Site, Prebbleton and the City by multiple transport modes); and potential coalescence of Templeton and Prebbleton (the Motorway has significantly impacted on the character of this area, and a rural residential 'buffer' in this area is now entirely appropriate).

5.0 Need for Replacement Rural Residential Areas Adjoining West Prebbleton

Prebbleton is close to capacity in terms of feasible urban development, and there is strong market demand for further growth (as acknowledged by SDC officers – see Consultation Record in **Appendix C**). Existing preferred rural residential areas in the RRS to the west of the township (Areas 4, 5 and 7) as shown on the RRS Figure 31 reproduced below are in Prebbleton’s preferred urban growth path and may be required for future urban growth at Prebbleton. As Areas 4 and 5 have recently been zoned for rural residential purposes it is unlikely that they will be rezoned for urban purposes in the short term (unless landowners favour ‘intensification’). Area 7 remains unzoned, but is a ‘future proofed’ rural residential area so is likely to be required for future urban growth of Prebbleton.



The logical and preferred future urban growth direction at Prebbleton is for Shands Road to be the westward extent of urban growth (as stated in the RRS page 68). Replacement rural residential areas will be required, and would be appropriate in locations west of Shands Road, between Prebbleton and Templeton, including the Site.

6.0 The Appropriate ‘Ultimate Size’ for Prebbleton?

Prebbleton is identified in Selwyn 2031 as a Service Centre. Service Centres are defined in Selwyn 2013 as:

- Estimated population range 1500 – 6000.
- Function is based on providing a high amenity residential environment and primary services to Rural Townships and surrounding rural area.

Population figures and projections for Prebbleton¹ are:-

2018 3918
2018 4747
2031 5013
2048 6486

Clearly, there is scope for significant further growth at Prebbleton before it meets the maximum intended size for a Service Centre.

7.0 Consultation to Date

The Submitters clear intention and commitment to rural residential or urban development of the Site is evident from the investigations already undertaken in this regard. They have commissioned Aston Consultants to undertake a feasibility assessment which included consultation meetings/discussions with SDC, New Zealand Transport Agency and Christchurch City Council (see copy of consultation record attached as **Appendix C**).

We do wish to be heard in support of my submission.



Principal Aston Consultants
for K & W Williams

4th May 2018

-
- Appendix A Relevant criteria and pre-requisites for preferred rural residential sites as identified in RRS
 - Appendix B Servicing plan
 - Appendix C Consultation meetings/discussions with SDC, New Zealand Transport Agency and Christchurch City Council

¹ Taken from SDC August LTP and AMP Assumptions Report 2018-28

Appendix A

Relevant criteria and pre-requisites for preferred rural residential sites as identified in RRS

Rural residential locations satisfy the following pre-requisites:

The identified rural residential locations satisfy the following pre-requisites:

- can be economically serviced with reticulated water and wastewater services
- are able to be integrated with established Townships
- do not significantly undermine the urban consolidation and intensification principles of the LURP, Chapter 6 of the CRPS, SDP or RRS14
- are not affected by any significant constraints
- are owned by parties who have aspirations to rezone the land

Explanation

The Rural Residential Location Criteria have been developed to inform the selection of the rural residential areas contained in Section 6 and to assist prospective applicants considering or preparing private plan change requests to rezone land within the identified rural residential areas.

The criteria are not set out in a hierarchy and are not anticipated to be applied in this way. All the criteria were weighed up in an overall consideration of the relative merits of any given location as part of the process to develop this Strategy, with any constraints or failure to align with the criteria having to be addressed in turn.

The criteria are categorised into the following three groups:

- ★ The critical outcomes required to achieve the goals of the UDS and Appendix 1 of the Land Use Recovery Plan - Chapter 6 of the CRPS
- ▲ Site specific issues that require detailed assessments and contextual analysis to determine how any identified potentially adverse effects could be avoided, remedied or mitigated
- Matters that do not apply to certain geographic locations within the UDS area of the District

Initial more generic criteria for the area of the district that is subject to the Chapter 6 of the CRPS are outlined, which specify elements that universally apply to all possible rural residential locations.

Criteria for each of the Township and environs study areas are then provided, which focus on more specific constraints and physical characteristics to assist in determining the appropriateness of any given location on the periphery of Rolleston, West Melton, Templeton, Prebbleton, Tai Tapu, Lincoln and Springston.

These criteria are grouped into the following categories for each Study Area:









- Urban form and growth management
- Rural character and productivity
- Strategic infrastructure
- Natural hazards
- Environmental, cultural and heritage

GENERIC CRITERIA		Rolleston	Lincoln	Prebbleton	West Melton	Tai Tapu	Templeton	Springston
Chapter 6 of the CRPS (LURP)								
Located outside the identified priority areas for development and existing urban areas	★	★	★	★	★	★	★	★
Located so that it can be economically provided with reticulated sewer and water supply integrated with a publicly owned system, and appropriate stormwater treatment and disposal	★	★	★	★	★	★	★	★
Access provided to a sealed road but not directly to Strategic and Arterial Roads (as identified in the District Plan), and State Highways	▲	▲	▲	▲	▲	▲	▲	▲
Avoid noise sensitive activities occurring within the 50 dBA Ldn air noise contour so as not to compromise the efficient operation of the Christchurch International Airport or the health, well-being and amenity of people	▲	●	●	●	●	●	▲	●
Avoid the groundwater recharge zone for Christchurch City's drinking water	●	●	●	●	★	●	●	●
Avoid land required to protect the landscape character of the Port Hills	●	●	●	●	●	▲	●	●
Not compromise the operational capacity of the West Melton Military Training Area or Burnham Military Camp	★	●	●	●	★	●	●	●
Support existing or upgraded community infrastructure and provide for good access to emergency services	★	★	★	★	★	★	★	★
Not give rise to significant adverse reverse sensitivity effects with adjacent rural activities, including quarrying and agricultural research farms, or strategic infrastructure	▲	▲	▲	▲	▲	▲	▲	▲
Avoid significant natural hazard areas, including steep or unstable land	●	●	●	●	●	▲	●	●

Chapter 6 of the CRPS (LURP)										
Avoid significant adverse ecological effects	★	★	★	★	★	★	★	★	★	★
Support the protection and enhancement of ancestral land, water, sites, wāhi tapu and wāhi taonga to Ngāi Tahu	★	★	★	★	★	★	★	★	★	★
Avoid adverse effects on water quality and quantity of surface water including drains and water/stock races and groundwater	●	▲	▲	▲	▲	▲	▲	▲	▲	▲
Integrate into, or consolidate with, existing settlements	★	★	★	★	★	★	★	★	★	★
Development site supports the development of an ODP and is not seen as a transition to full residential forms of development	★	★	★	★	★	★	★	★	★	★
Rural residential form, function and character										
Avoid locations that are obvious residential growth paths except where legal mechanisms exist to ensure that rural residential development does not impede future development of such areas once rezoned to a living or urban zone to achieve urban densities in accordance with an agreed ODP and to ensure that purchasers of rural residential lots are aware of this requirement	★	★	★	★	★	★	★	★	▲	▲
Support locations that can sustain a mixture of housing densities generally ranging from 0.3ha to 2ha in size whilst achieving an overall density of 1 to 2hh/ha, but where the overall area supports sustainable enclaves in respect to the overall number of households to enable the anticipated rural residential form, function and character to be achieved. In some circumstances small numbers of lots in the 0.2 to 0.3ha range may be appropriate having regard to the particular characteristics of the site and immediate environs, for example where clustering is appropriate or as a 'transition' at the boundary with urban residential development	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲

Support locations that directly adjoin and are able to consolidate with Townships and residential priority area to support the provision of economically viable infrastructure and to promote social cohesion and ready access to recreational, employment and other services established within Townships	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Avoid locations that may compromise the quality of ecosystems or indigenous biodiversity and ensure that rural residential areas do not adversely affect ancestral land, water, and the Wāhi Tapu and Wāhi Taonga of Te Rūnunga o Ngāi Tahu and Te Taumutu Rūnunga. These include the need to protect and enhance rivers, streams, groundwater, wetlands and springs within the catchment of Lake Ellesmere/Te Waihora, springs and any associated mahinga kai sites	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Support locations that utilise existing road layouts and physical features as buffers and definitive boundaries between urban and rural residential activities to limit peri-urban sprawl	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲
Landscape values																			
Discernibly logical boundaries determined by strong natural or physical features	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Exclude land required to maintain the open space landscape character either between or surrounding the areas of urban activity within Greater Christchurch	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲
Protection, enhancement and restoration of indigenous flora and fauna, in particular mahinga kai species, cultural landscapes, natural features, significant trees and vegetation	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Manage the amount of households within single locations to avoid the collective visual effects of intensified land use	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★
Address the constraints to development identified in the Landscape Constraints Map prepared by Andrew Craig Landscape Architect (see Appendix 1 RRS13)	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲
Locations to adjoin Township boundary's but have an ability to achieve a degree of 'ruralness' as a consequence of adjoining land uses and natural attributes	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★

PREBBLETON ENVIRONS STUDY AREA CRITERIA		PRIORITY
Urban form and growth management		
Rural residential development nodes to: (a) adjoin the residential priority areas and Living zoned land; and (b) be consistent with the urban settlement pattern and strategic planning outcomes outlined in the Prebbleton Structure Plan and the Growth of Township objectives and policies of the District Plan, including specifically the promotion of future residential expansion to the east and west of Springs Road to achieve a compact concentric urban form and to minimise adverse effects on Springs Road by limiting the length of rural residential boundaries north and south of this road		★
Prebbleton and its environs have a reduced capacity to support significant rural residential households, which may undermine the discrete character and rural outlook attributed to the Township, and place pressure on community services and local infrastructure that are anticipated to only service a relatively small population base (refer to APPENDIX 2 – Map 24)		★
Avoid ribbon development along the alignment of reticulated services and strategic roads that may undermine the contrast between rural and urban forms of development and the distinctiveness of the primary gateways to Prebbleton (refer to APPENDIX 2 – Map 24)		▲
Preserve the obvious residential growth path west of Springs Road between Trents and Hamptons Roads, which presents a long term opportunity to achieve a compact concentric urban form for Prebbleton (refer to APPENDIX 2 – Map 24)		▲
Avoid locations that may contribute to the long term coalescence of Prebbleton with the Townships of Lincoln and Templeton and development within the Christchurch City territorial authority boundary (refer to APPENDIX 2 – Map 24)		★
Rural character and productivity		
Support locations that maintain appropriate separation from the Intensive Farming Activities legitimately established on the periphery of Prebbleton (see APPENDIX 2 – Map 5)		▲
Maintain the visual distinction and amenity contrast between the rural periphery of Prebbleton and the larger urban forms of Rolleston, Lincoln and Christchurch City, particularly at the interface between the Prebbleton 'Greenbelt' and the industrial activities occurring within Christchurch City Council's territorial authority boundary to the north (refer to APPENDIX 2 – Map 24)		★
Strategic infrastructure		
Avoid locations that may not be able to connect to strategic infrastructure where it is available and cost effective to do so, including roading, stormwater management and reticulated water and wastewater networks (refer to the 5Waters Activity Management Plan and Transportation Activity Management Plan)		★

<p>Avoid locations that may undermine the efficient operation of the strategic infrastructure referenced in the District Planning Maps and the associated Study Area Maps contained in APPENDIX 2 – Map 8: Transpower high voltage transmission lines, Orion electricity substation on the southern outskirts of Prebbleton (OR11), Shands Road cemetery (D172), SH1 four-laning and CSM2, Ladbrooks Primary School (ME22), Prebbleton Primary School (ME9) and Broadfield Primary School (ME17)</p>	
<p>Natural hazards</p>	
<p>Avoid locations that are constrained by the high groundwater table, SDC recorded flood sites, Lower Plains Flood Area and associated land drainage issues (including drains, springs and waterways) (see APPENDIX 2 – Map 15)</p>	
<p>Avoid locations where liquefaction and lateral spreading was observed during the Canterbury Earthquakes, in addition to areas made up of fine saturated soils and where there is a high groundwater that may be susceptible to significant damage during future earthquake events (see APPENDIX 2 – Map 20)</p>	
<p>Environmental, cultural and heritage values</p>	
<p>Avoid land that may compromise the health, longevity or setting of the registered Protected Tree located on Ladbrooks School grounds (T104) (see APPENDIX 2 – Map 8)</p>	
<p>Avoid locations that may compromise the cultural values attributed to the Wāhi Taonga Management Site to the south-east of Prebbleton (Oven C65) (see APPENDIX 2 – Map 8)</p>	
<p>Avoid locations that may compromise the historic values attributed to the registered Heritage Buildings in proximity to Prebbleton, including specifically: Wheatsheef House (H302) and Trents Chicory Kiln (H208) (see APPENDIX 2 – Map 8)</p>	
<p>Consider the extent to which any locations may reduce the productive capacity of Class I and II versatile soils on the periphery of Lincoln (see APPENDIX 2 – Map 21)</p>	
<p>Investigate the environmental impacts of facilitating rural residential growth on land that may be potentially contaminated, including sites identified on the eastern edge of the Township and on Tosswill Road to the north-east (see APPENDIX 2 – Map 8)</p>	

Appendix B
Servicing plan



Appendix C

**Consultation meetings/discussions with SDC, New Zealand Transport Agency
and Christchurch City Council**



aston
CONSULTANTS

resource management & planning

Meeting re 98-150 Marshs Road, Prebbleton

Date: 5/4/16
Location: Selwyn District Council Rolleston offices

Attendees

Kevin Williams (KW, property owner)
Fiona Aston (FA, Planner Aston Consultants)
Craig Friedel (CF, Planner SDC)
Murray England (ME, Assets Manager SDC)

98-150 Marshs Road

FA introduced the Williams' property at 98-150 Marshs Road (the site) and its planning context. It is approximately 68ha but some land is to be taken for the Southern Motorway extension, reducing it to approximately 55 ha. It is currently used for horse training and a horse stud. KW advised that it has an existing well drawing 41 litres per second.

The site is located in SD at the Marshs Road boundary with Christchurch City. The northern side of Marshs Rd is a greenfield business area, zoned Industrial Heavy in the Christchurch Replacement District Plan. Between the property and SH1 to the north west is the existing Meadowlands Road and Waipuna Road subdivision comprising 4 ha lots. This subdivision adjoins the existing Templeton township. There is an existing rural residential subdivision (Claremont) on the south side of SH1 just beyond Templeton. This was developed by the Williams.

The site is immediately nw of the existing Prebbleton Aberdeen subdivision. Once the Southern Motorway extension is built, the site will share a boundary with Prebbleton township (on the northern side of the Motorway).

The Williams preference is for the site to be rezoned for rural residential purposes. However, they would consider residential zoning if this was the Council's preference.

FA referred to the SDC Rural Residential Strategy. She suggested that some of the Prebbleton preferred rural residential areas were potentially in urban growth paths and may be required for future urban growth at Prebbleton (including remaining unzoned RR land between the township and Shands Road). The Williams site was an ideal replacement site for RR at Prebbleton as it was adjoining but beyond Shands Road, the logical medium/long term urban growth boundary.

Whilst on 'first impression' it may appear that the Southern Motorway extension will sever the site from the Prebbleton township, in fact this is not the case as there is excellent existing and proposed connectivity by multiple transport modes between the site and Prebbleton. The Rail Trail cycle route goes to the boundary of the site, and provides a link between Prebbleton and the city. In addition, there will be a cycle and pedestrian route over the proposed Shands Road overbridge over the motorway, which will also connect into Prebbleton (via Blakes Road).

Preliminary Comments – Craig Friedel

CF noted that Shands Road is identified in the RRS as a definitive boundary to residential or rural residential growth west of Prebbleton. This has been a longstanding position, and has been referenced in a previous Environment Court decision relating to urban growth at Prebbleton by Judge Smith.

By way of background, CF noted that there had been a previous proposal proposed by Suburban Estates for rezoning the existing 4 ha subdivision area between the site and Templeton. However, that had not succeeded as Christchurch City did not at the time wish to extend services in this area.

CF did not consider the site 'stacked up' very well against the current RRS criteria. The motorway created community and infrastructure severance issues, and it was not practical to extend services to the site across the motorway. The RRS sought to avoid ribbon development and the coalescence of Templeton and Prebbleton. CF acknowledged that the rural character and outlook of the site was compromised by the proposed motorway and future industrial land development to the north.

CF noted that whilst Prebbleton was close to capacity in terms of feasible urban development, and there was strong market demand for further growth, any urban growth proposals would require community consultation. Questions need to be asked regarding the capacity of Prebbleton to accommodate further growth. It is identified in the Selwyn 2031 District Strategy as a service centre, not a key activity centre. Significant additional growth may adversely affect its village character, and may require higher order services such as libraries and community services. Prebbleton is well served with reserves. There is undeveloped land at Prebbleton Central town centre which could accommodate more commercial development.

CF explained planning processes underway in relation to the National Policy Statement on Urban Development Capacity (NPS – UDC) and the District Plan Review. The Greater Christchurch Urban Development Strategy partners (ECAN, territorial authorities and New Zealand Transport Agency) are collaborating in collecting statistics and monitoring data required under the NPS – UDC, including regarding feasible development. This will identify any shortfalls in capacity. A UDS Settlement Strategy Review will follow which will identify where spatially the shortfalls are to be met. This will be implemented through changes to the Regional Policy Statement and rezonings as required to the District Plans. A review of RR areas is likely to follow, once the settlement growth needs are known. It is likely that this process will take 2-3 years.

Preliminary Comments – Murray England

Shands Road has a rising pressure main. The water supply stops at the Aberdeen subdivision. Prebbleton sewerage previously connected into the City system via Marshs Road but is now directed to Rolleston. The existing Shands Rd line is to be retained as a lifeline sewer line as part of the redevelopment due to the Motorway extension. ME would prefer that the site was serviced from the City rather than SD. CCC services exist to the site boundary. There is sufficient capacity to accommodate sewerage from the site, but the distance to the closest pumping station is too far (Blakes Road).

The Motorway designation extends to Marshs Road so any proposal involving reticulating to the City's services via Marshs Road would also require the consent of NZTA as the designation authority for the Motorway. In the event that the site was serviced from CCC, SDC would rate the property and then pay a 'figure' to CCC for provision of services.



Memo:

Phone Consultation with Sarah Oliver, Principal Planner, CCC re 98-150 Marshs Road, Templeton

Date: 21/8/17

Time: 2pm

1) National Policy Statement – Urban Development Capacity (NPS-UDC)

The Greater ChCh Partnership Group (GCPG) are working together to address new requirements under the NPS-UDC. GCPG same as UDS (Urban Devt Strategy) partners i.e. ECAN, SDC, CCC, WaimakDC, NZTA + additional members – inc. Regenerate ChCh, Health Board .

Stage 1A – complete Housing and Business Land Supply Assessment by 31/12/17.

This will assess housing and business land supply needs (based on population and business growth projections) for the short (3 year), medium (10 year) and long term (30 years) and compare this with land availability (including assessing what is feasible development land as defined in the NPS-UDC and in accordance with guidance provided by M of Business, Innovation & Employment (MBIE) – including a feasibility calculator.

The H&B Land Supply Asst will be a factual rather than consultation document and will not be open for consultation/submissions. The methodology is defined in the MBIE guidance. It will not make recommendations on how any shortfalls in land supply needs are met, including any changes to urban growth/settlement patterns.

The H&B Land Supply Asst is likely to be geographically specific, but Sarah wasn't sure to what level eg different townships or just different Districts.

Stage 1B – complete Future Urban Development Strategy (for short, medium and long term) + include targets for short and medium term housing and business land needs (e.g how many houses each township must provide for) in district and regional plans by 31/12/18.

The UDS will be the GCPG response to the Housing and Business Land Supply Assessment and is likely to include a range of responses to be implemented by different methods e.g. Local Government Act, RMA plans, Council Long Term Plans, streamlined consent processes (e.g. use of Urban Development Authorities legislation, Housing Accords etc). It will not be simply a matter of 'predict and provide' i.e. if there is shortfall or oversupply of feasible development land, rezone more land/remove urban zoning. There may be other reasons why development isn't feasible, which need to addressed e.g changes to development contributions to reflect true cost of development e.g. greenfield development doesn't reflect fact that residents in GF areas outside CCC largely work in CCC and should

pay share of cost of CCC based transport infrastructure¹. Land which isn't feasible may retain its urban zoning as it may become feasible over time.

The Draft Future UDS will be open for some form of public consultation.

Sarah anticipates that the short and medium term targets are likely to be met based on the existing supply of land for housing and business (ie existing zoned areas) and most 'new policy' is likely to apply to the long term (next 30 years). By this time, other societal changes e.g. driverless cars, are likely to impact on potential settlement growth patterns etc.

2) Selwyn and Waimakariri District Plan Reviews

CCC has recently completed its District Plan Review. Selwyn and Waimak DC are both in early stages of reviewing their plans. They are likely to review other parts of the Plans first, and will wait on the housing and land supply targets and Future UDS review processes before notifying any revised settlement growth plans etc. i.e. these parts of the respective reviews are likely to be delayed until 2019.

3) Rural Residential Development

The NPS-UDC housing targets are for urban development only i.e. do not include rural residential development. However, the Future UDS may include rural residential housing needs, and take a comprehensive and holistic approach. Currently there is no provision for RR development in CCC, and the Regional Policy Statement precludes this – but this could be reviewed under the Future UDS.

4) Marshs Road rezoning proposal

Given above, it is premature for CCC to provide any specific advice on, or commitment re Marshs Road rezoning proposal.

Servicing – there are likely to be various options for servicing, including options of CCC servicing the development which is across the city boundary in SDC. Prebbleton was previously serviced for wastewater from CCC, and Tai Tapu still is. There is no CCC or SDC policy which would preclude this.

¹ Eg. 70% of Rolleston residents work in CCC



Meeting re 98-150 Marshs Road, Prebbleton

Date: 03/05/17
Location: New Zealand Transport Agency

Attendees

Kevin Williams (KW, property owner)
Fiona Aston (FA, Planner Aston Consultants)
Liz Stewart (ES, Planner Aston Consultants)
Stuart Pearson (SP, Planner NZTA)
Caroline Hutchison (CH, Planner NZTA)

98-150 Marshs Road

FA introduced the Williams' property at 98-150 Marshs Road (the site) and its planning context. It is approximately 55 ha. It is currently used for horse training and a horse stud.

The site is located in SD at the Marshs Road boundary with Christchurch City. The northern side of Marshs Rd is a greenfield business area, zoned Industrial Heavy in the Christchurch Replacement District Plan. Between the property and SH1 to the north west is the existing Meadowlands Road and Waipuna Road subdivision comprising 4 ha lots. This subdivision adjoins the existing Templeton township. There is an existing rural residential subdivision (Claremont) on the south side of SH1 just beyond Templeton. This was developed by the Williams.

The site is immediately nw of the existing Prebbleton Aberdeen subdivision.

The Williams preference is for the site to be rezoned for rural residential purposes.

FA referred to the SDC Rural Residential Strategy. She suggested that some of the Prebbleton preferred rural residential areas were potentially in urban growth paths and may be required for future urban growth at Prebbleton (including remaining unzoned RR land between the township and Shands Road). The Williams site was an ideal replacement site for RR at Prebbleton as it was adjoining but beyond Shands Road, the logical medium/long term urban growth boundary.

KW advised that the Rail Trail cycle route goes to the boundary of the site, and provides a link between Prebbleton and the city. In addition, there will be a cycle and pedestrian route over the proposed Shands Road overbridge over the motorway, which will also connect into Prebbleton (via Blakes Road).

Preliminary Comments – Catherine Hutchinson

Reverse Sensitivity

FA referred to Devon Park Rural Residential Outline Development Plan (ODP) which was developed adjacent the SH in Rolleston and the 40m no build buffer setback and noise insulation rules for dwellings within 100m of the SH incorporated into the ODP to address reverse sensitivity issues with SH. She also noted rules in the DP which address reverse sensitivity matters (including noise insulation rules).

CH noted that the setback distance required would be dependent on factors such as traffic volumes, noise and vibration. She noted that the setbacks are more stringent for high volume roads.

CH referred us to NZTA reverse sensitivity policy (NZ Planning Policy Manual) for further details.

KW noted that there will be a 3m mound along the boundary of his property with the motorway. This will mitigate noise and visual effects of the motorway.

Servicing

CH advised that NZTA has discretion to determine if they would allow services over the SH. She suggested that it may be beneficial to discuss obtaining services with CCC therefore consent from NZTA may not be required (although the motorway overbridge does extend along the City section of Shands Road so it is likely NZTA consent would still be required if services were taken from CCC). If at a higher strategic level the rezoning of the site was considered appropriate by the UDS partners, servicing would be a secondary issue to NZTA and NZTA is unlikely to decline a request for services crossing the highway. Directional ground methods are used for installation of services which does not require disturbing the road surface. An easement for SDC/CCC would be required. NZTA normally uses third party agreements for servicing arrangements.

CH advised NZTA cannot take a position on the preferred zonings, but would only support a proposal where the Greater Christchurch Urban Development Strategy partners (ECAN, territorial authorities and New Zealand Transport Agency) collaborated together for a unified outcome.

Other issues

- 1) FA noted that CF from SDC had suggested consideration of future zoning of the wider triangular block enclosed by Main South Road, Marshs Road and SH for future residential purposes and incorporating the existing Claremont rural residential subdivision close to Templeton.

CH advised that they would require time to consider this possibility and that it would require good planning reasons to support it. A collaborative response would be required from the UDS partners. CH's preliminary view was that she could see no particular merit in having the SH as the urban boundary.

- 2) CH identified that Shands Road will in the future be the key rural arterial road to the City from the Lincoln locality and that Springs Road will be the less preferred road into the City in order to maintain the amenities and village character of Prebbleton.