

Selwyn District Council Comment on the Faringdon South West and South East Development

1. Contact Details

Please ensure that you have authority to comment on the application on behalf of those named on this form.

Organisation name (if relevant)	Selwyn District Council		
*First name	Tim		
*Last name	Harris		
Postal address	PO Box 90, Rolleston		
*Home phone / Mobile phone	██████████	*Work phone	(03) 3472850
*Email (a valid email address enables us to communicate efficiently with you)	tim.harris@selwyn.govt.nz		

2. *We will email you draft conditions of consent for your comment about this application

<input checked="" type="checkbox"/>	I can receive emails and my email address is correct	<input type="checkbox"/>	I cannot receive emails and my postal address is correct
-------------------------------------	--	--------------------------	--

3. Please provide your comments on this application

General Comments

1. The Selwyn District Council (SDC) thanks the Expert Consenting Panel (the Panel) for the opportunity to provide comment on the application – Faringdon South West and South East Development.
2. SDC is supportive of increasing the housing supply within its takiwā in appropriate locations. The location of this application is considered generally appropriate for such a development as it aligns with a number of planning documents and directions managing growth in Selwyn and Greater Christchurch, as outlined below.

- 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.
 - 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.
 - 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.
 - Proposed Change 1 to Chapter 6 of the Canterbury Regional Policy Statement (CRPS) has recently been approved under a Streamlined Planning Process. This change seeks to recognise the Future Urban Development Areas (FUDAs) identified in Our Space and provides a policy response framework for growth into these areas where there is an identified capacity issue.
 - 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.
 - 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.
3. SDC is supportive, subject to detailed comments below, of this application on the basis that it is consistent with policy direction in the CRPS and the strategic sub-regional land use and infrastructure planning framework for the Selwyn District and Greater Christchurch Area.

Strategic and Policy Context

4. Council is satisfied that the appropriate relevant planning documents have been considered and assessed in the application.
5. As outlined above the application sites align with a number of strategic and policy documents in terms of its location for urban growth. In that sense the area has been well identified and planned for urban residential development.
6. However, the relatively unique nature of this application process proceeding ahead of a plan change means that the subject sites are zoned rural (Rural Inner Plains) and not for urban purposes. The proposed densities of the subdivision and landuse applications would mean the activity is a non-complying activity under the Operative District Plan. This poses an issue in assessment, and likely conflict, with the Rural Objectives and Policies of the Operative District Plan, in particular Policy B4.1.1. This policy seeks to avoid densities in the rural area below 4ha. The proposal, at 12hh/ha is contrary to this avoid policy.
7. The development would not be considered in any way to be in keeping with a rural environment and the character and amenity expected of that. In terms of the Rural Objectives and Policies there is little to conclude other than that the development is contrary to the intent of the Operative District Plan. The application also highlights this issue.
8. However, the application sites are relatively unique in that they are clearly planned and anticipated to become residential areas. Both sites adjoin existing and developing residential areas.
9. Council agrees that the application is broadly consistent with the outcomes sought in the CRPS as they relate to the design and functioning of developments. The application correctly identifies that the sites are located in the Future Urban Development Areas (FUDAs) proposed in PC1 to the CRPS. PC1 to the

RPS was recently approved through a 'Streamlined' process by the Minister of the Environment and has been endorsed by Environment Canterbury. The PC1 changes will be operative on 28 July 2021.

10. With the approval of PC1 to the CRPS the application sites now sit in areas identified as appropriate locations for growth in Chapter 6 of the RPS. A key trigger to allowing consideration of urban growth into these the FUDAs is an identified shortfall in zoned capacity. The application correctly outlines that Selwyn's recent Housing Capacity Assessment 2020 identified a shortfall of 1464 dwellings in the medium term (next 10 years)¹. Where there is an identified shortfall in the medium term capacity then the National Policy Statement on Urban Development 2020 (NPS-UD) directs that there be a response to address that shortfall as soon as practicable.
11. PC1 to the CRPS was primarily developed to allow for this response under the NPS-UD to occur in identified areas (FUDAs) without being in conflict with the CRPS. However, it is noted that the wording of the relevant policy (6.3.12) enables development in the FUDAs if there shortfall incapacity identified in a Capacity Assessment "*carried out collaboratively by the Greater Christchurch Partnership or relevant local authorities*". Selwyn's Housing Capacity Assessment 2020 was not a collaborative effort in itself. However it did follow the exact same methodology of the 2018 Housing Capacity Assessment undertaken collaboratively by the Greater Christchurch Partnership (including Selwyn Council). In that sense Selwyn's Housing Capacity Assessment 2020 was a specific update to the original assessment to prove up-to-date capacity numbers and picture of the capacity issues.
12. In the normal order of things a response to an identified capacity shortfall would be through a plan change to rezone land either for 'greenfield' or intensification developments. However, this is not to say that the COVID-19 Recovery (Fast-track Consenting) Act 2020 ('fast track') is not a suitable response mechanism. Had a plan change proceeded to completion first then the current applications for subdivision and landuse would only be considered against the Township Objectives and Policies of the Operative District Plan.
13. There is an identified shortfall in housing capacity that needs to be responded to and the application responds in part of that shortfall in the appropriate locations (FUDAs). On that basis it is not unreasonable to then to consider, and balance, the application against the Township Objectives and Policies of the Operative and Proposed District Plans.
14. Council accepts the application assessment of the Operative and Proposed District Plan objectives and policies and also considers the application consistent with those.
15. Overall it is acknowledge that there is clear conflict between the application and the Rural Objectives and Policies in the District Plan. However, Township Objectives and Policies in the District Plan are relevant if the application is considered to be in line with direction and response requirements of the NPS-UD around ensuring there sufficient housing capacity. In light of the housing capacity shortfall it is Councils view that it is fair and reasonable to consider the application against the Township Objectives and Policies.

¹ The Greater Christchurch Partnership is in the process of updating the existing Housing Capacity Assessment under the NPS-UD.

Specific Comments

Proposed Conditions

16. Council has provided some amended changed conditions at **Attachment A**. The amendments relate to comments throughout this document, not just under this heading.

Subdivision

17. The conditions relating to “Living Z” will refer to a redundant rule once the rules in the Proposed District become operative. If this is considered an issue, there is the option to amend the conditions to reference the medium density or low density rules of the Operative District Plan (noting that there are proposed changes to these rules)
18. It could be determined that the fencing rules are already captured by reference to the condition requiring compliance with the Living Z rules. However in order to make it very clear that the fencing rules apply it may be preferable for a stand alone consent notice condition to require compliance with the fencing rules. This needs to capture both the front fence rules and the reserve fencing rules.
19. Council generally requires a consent notice referencing the fencing rules on all residential subdivisions where this rule applies. The reason for this is people are often unaware that the District Plan contains fencing rules and this seeks to educate people and avoid the construction of non-complying fences.

Landuse

20. The landuse consent rules – fencing and landscaping refer to the “relevant Zone rules” applying when the fencing is in addition to that shown on the approved plans. As the development is in a rural zone this condition needs to refer to the Living Z fencing rules.
21. Additional conditions need to be added in the landuse consents for each subdivision for building prior to S224. These should include the following requirements:
 - That the lots shall remain in the ownership of Hughes Developments Limited until the s224(c) certificate is issued for the subject allotment.
 - That where any building is erected prior to the issue of the 224(c) Certificate, the Council’s Resource Monitoring Officer shall be supplied with a Building Location Certificate from a Registered Professional Surveyor prior to the pouring of foundations,. The Building Location Certificate shall confirm that the building is contained wholly within the lot to which it relates and meets the District Plan requirements for bulk and location.
 - That no residential dwelling shall be occupied in whole or in part prior to the issue of the s224(c) Certificate for the subject lot.
 - That prior to the lodgement of any building consent, a written agreement between the developer and Selwyn District Council shall be entered into stating that Council shall not be liable should the issuing of the S224 Certificate be delayed for any reason.

Density

22. The application proposes a residential density of 12hh/ha. Whilst 12 hh/ha is consistent with the minimum densities specified in the CRPS and the direction provided in the future development strategy, one of the actions arising from Our Space 2018-2048 was to undertake an evaluation of the appropriateness of existing minimum densities specified in the CRPS, including whether any changes to minimum densities is likely to be desirable and achievable across FDAs in the Selwyn and Waimakariri districts.
23. The key finding of the Independent ‘Greenfield’ Density Analysis Report 2020 (link - [Greenfield Density Report](#)) commissioned by the Partnership is that a minimum density of 15 households per hectare (hh/ha) is ‘optimal’ in terms of greenfield land development and there are benefits to doing this.

However, there are a number of identified constraints and issues raised in the review that need to be overcome to ensure that development at this density occurs in an effective way.

24. The application provides for 12hh/ha but it is not clear what assessment/consideration has been given in determining why this is more feasible or desirable than 15hh/ha, as indicated in the 'Greenfield' Density Analysis Report 2020. It may be that 12hh/ha is optimal in this location and at this time but an assessment as to why this may be the case would be beneficial.

Urban design

South West Subdivision - (please see attached plan with corresponding numbers at Attachment B)

Movement & Access

25. It is considered that potential connectivity with Lot 1 DP 326339 (central block of land not included in this application) is compromised as no roading connections are provided to the edge of this allotment. It is suggested that lots 50, 643 and 640 are allocated as roading connections. ⁽²⁾
26. The dog-leg shape of the right of way to Lots 264-269 ⁽³⁾ as well as that servicing lots 624-628⁽⁷⁾ is not supported as it creates CPTED issues (safety and legibility), see also new District Plan provisions for reasons. Lot 269 and 628 have a right of way on 2 boundaries which could create privacy issues. 266 and 268 can be accessed off the respective road
27. Lots 679 and 680 have double frontages ⁽⁴⁾ and this creates issues with fencing, privacy and provision of outdoor living areas. 681 and 677 can be accessed off Maddisons Road

Landuse

28. The District Plan seeks to provide a variety of section sizes whereas the proposal provides a limited range of section sizes and this will likely reduce the variety of housing typologies available. It is noted there is a lack of comprehensive housing provided for which may impact density targets
29. The subdivision plan includes a number of allotments with a width of less than 15 metres. This makes it difficult to accommodate double garaging without compromising the overall spaciousness of the neighbourhood (see lot 589-595) ⁽⁵⁾.
30. There is no information on the landuse, access or servicing of Lot 226 (commercial area) and how its interface with residential lots 227 and 225 will work ⁽⁶⁾. This information is required to understand how the effects of the commercial activities on Lot 226 on residential Lots 225 and 227 be mitigated.

Landscaping

31. Clarification is needed on how long-term maintenance will be achieved for the linear green space within the road reserve which runs along the frontages of lots 145 to 163 ⁽⁷⁾. Property owners are usually responsible to maintaining the area between their front property boundary and the road however in this case this is a big area for adjacent property owners to maintain.
32. There do not appear to be any street trees provided along road frontage of Selwyn Road ⁽⁸⁾.

Context/ integration with surrounding sites

33. It is noted that there is no integration of the development with the adjacent site on corner of Goulds Road and Selwyn Road ⁽⁹⁾, although it is acknowledged that a roading connection has been provided.
34. With regards to the property on East Maddisons Road (Lot 1 DP 326339) there are no provisions for integration between this subdivision and that block of land (including pedestrian, cycling and roading connection) ⁽¹⁰⁾.

Recommended amendments to subdivision plan

35. That the lots be amended to provide a 15m minimum width
36. That the right of way servicing Lots 677, 679, 680 and 681 be removed and these allotments access directly off East Maddisons and Goulds Road
37. Provision of three additional roading links- one roading link as an extension of road 7 linking with road 5, a second one off road 7 as an extension to road 11 and a third one as an extension of road 5 over lot 50
38. Replace the dog-legged cul de sac layout to service lots 624-628 with short straight accessway and fit with it with the design for road 11 extension
39. Replace dog-legged cul de sac layout for lots 265-269
40. Provision of street trees along road frontage of Selwyn Road

South East Subdivision - (please see attached plan with corresponding numbers at Attachment B)

Movement & Access

41. There is 400 metre distance between possible future connections to the North/West. ⁽¹⁾ It is therefore considered appropriate that an additional pedestrian/cycle link be provided midway (e.g. lot 36) to link with the existing Faringdon development.

Landuse

42. There is no information on the landuse, access or servicing of Lot 275/6 (commercial area) ⁽²⁾ and how its interface with residential lots 56 and 57 will work. This information is required to understand how the effects of the businesses on Lot 275/6 on residential Lots 54 and 57 will be mitigated.
43. The location of Medium Density ⁽⁴⁾ is not considered suitable. It has three sides of road frontage and no relief (green space) and is located on arterial route. Suggest to change placement of MD pocket to the North of Northmoor Boulevard.

Landscaping

44. Please confirm alignment of future connections including proposed reserve link (lot 303) ⁽⁵⁾
45. Clarification is needed on how long-term maintenance will be achieved for the linear green space within the road reserve which runs along Northmoor Boulevard ⁽⁶⁾ and Lot 302. Property owners are usually responsible for maintaining the area between their front property boundary and the road however in this case this is a big area for adjacent property owners to maintain.

Context/ integration with surrounding sites

46. Ensure integration and sufficient walking/cycle/roading linkages are provided to Lot 1000 DP 557037 ⁽⁵⁾. Provisions need to be sufficient to ensure integration should this parcel be developed with residential sections rather than as a school site.

Recommended amendments to subdivision plan

47. The provision of an additional pedestrian/cycle link to the Farringdon land to the north (e.g. lot 36) to link with Farringdon.
48. Change placement of Medium Density pocket to the North of Northmoor Boulevard
49. Addition of walking/cycle/roading linkages to Lot 1000 DP 557037
50. Addition of roading links into Lot 1000

Roading

51. For a combined development of this size the Transport Assessment (TA) has not addressed a number of key aspects as would be anticipated. While in Section 1.3 it refers to the report being “cognisant” of NZ Transport Agency Guidelines to undertake an Integrated Transport Assessment this seems to imply it may not necessarily conform to best practice.
52. The TA does not any reference to previous RFI processes associated with Plan Change 64 (PC64) that the application sites relate to and seek to go ahead of. The application does not appear to have considered aspects raised in the PC64 process by Council at that time.
53. In section 5.1.2 it refers to the use of Councils microsimulation model for Rolleston to assess traffic generation etc. that “*reflects the most likely scenario for development in the Rolleston area*” to inform the analysis presented. However it does not confirm which model version has been used.
54. For any traffic assessments relating to the series of private plan changes proposed for Rolleston, Applicants are required to use the 2033 Rolleston Paramics model which has been developed specifically for this purpose (by Abley Ltd on Councils behalf) and includes the following key aspects:
 - the coding of the proposed Outline Development Plans (ODPs) for the eight plan changes into the model with some minor modifications to improve connectivity between the ODPs and across the Rolleston network;
 - demands for the 2033 model have used a CAST version 18 cordon interpolated between the 2028 and 2038 CAST model years.
 - demands have been disaggregated into the microsimulation zones with some refinements and matrix estimation. This process has been undertaken in the same manner as the 2018, 2028 and 2048 models previously produced for SDC.
55. In Councils view, considering some of the comments in the TA, and looking at the results in Section 7 of the report that discusses Trip Distribution and some relatively low volume predictions, this model version has not been used.

Eastern Site 274 lots, Springston Rolleston Road and Selwyn Road

56. There is no indication of what the intersection treatment is proposed to be at Springston Rolleston/Lady Issac Dr/Northmoor Boulevard. This is a significant main road into the area that will connect through the development sites and continue west to Goulds Road and beyond.
57. It would be expected that the layout in terms of road reserve boundaries etc. mirrors that at Lady Issac Dr so that future intersection upgrades can occur such as a roundabout. Or alternately should this be provided as a roundabout from the outset based on the role of Northmoor Boulevard and the amount of new traffic generation in the area.
58. The proposed Commercial Area on the corner of Northmoor Boulevard and Springston Rolleston Rd appears to have significant site access constraints. This relates to the proposed median island on Northmoor Boulevard plus the proximity to the intended Springston Rolleston/Lady Issac Dr/Northmoor Boulevard intersection and what type it is. It is noted that the Panel had asked for

further traffic assessments relating to the Neighborhood Centers. The Applicants response was relatively general around traffic generation and did not consider these more specific site access issues.

59. It is understood that Lot 1000 DP 557037 is being considered to be used by the Ministry of Education for a school. If this is the case it is unclear how will this area will be catered for with appropriate transport connections both internally and to existing roads such as Selwyn Rd and Springston Rolleston Rd as part of the overall site development. Alternatively if this area was not used for Education purposes, and reverted to a standard residential development, how would transport connections be catered for.
60. The intersection of Springston Rolleston Rd and Selwyn Rd is on two arterial routes. It is planned to be upgraded to a roundabout to address the rapidly increasing safety risks it poses from additional traffic in the area, in particular the Selwyn Rd arterial route. The Applicant and Council agreed to develop a concept plan to identify what would be envisaged, and in particular identify what land was needed from the intersection quadrants to either protect or plan for that outcome. At that time a concept and layout for a double lane roundabout was produced. Council has since progressed this concept into more detailed options by its expert traffic consultant GHD Ltd. The preferred option below has been identified using a single lane roundabout (subject to final modelling results) which reduces the land needed from the surrounding properties while still achieving the traffic and safety outcomes required.



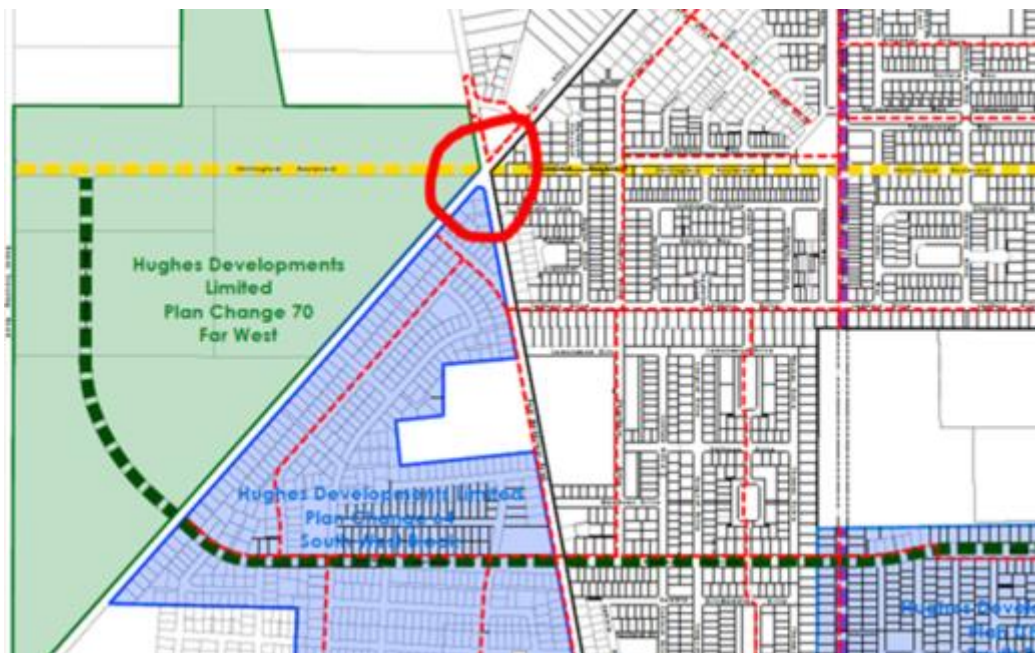
61. In previous discussions with the NZ Transport Agency it was identified that this upgrade project should occur in the 2024-2027 period, based on normally expected future traffic use and increasing safety issues. The potential 'fast tracking' of this development will accelerate traffic use and safety concerns. Selwyn Rd is a fast growing arterial route, mostly due to the traffic generated by previous Faringdon stages, and the connection Selwyn Rd provides for commuters from southern Rolleston areas to Christchurch. Springston Rolleston Rd is also the main arterial connection to Lincoln.
62. It is Councils view that the Applicant share in these costs to upgrade the intersection as a condition of any 'fast track' approval, as this upgrade also needs to occur sooner to address safety issues at this key intersection as traffic will increase earlier than was expected. It is estimated the upgrade could cost up to \$4 million based on the costs of similar roundabouts currently being constructed on the main arterial roads at Prebbleton by Council. The application, if approved, is likely to accelerate issues at this intersection well ahead of planned upgrades. On that basis it is recommended that the Applicant contribute significantly (up to 50%) to those costs and that the upgrades are constructed no later than by the completion of Stage 2 of the proposed site development. Council is happy to, and expects to,

enter in discussions with the applicant around the development of a 'developer agreement' for the construction and cost of this infrastructure. These discussion would normally happen through processing of a subdivision consent by Council. Given the nature of the 'fast track' process these discussion have not been had. It is recommended that developer agreement is a condition of consent.

63. The Applicant has already undertaken a partial upgrade of the Selwyn Rd and Springston Rolleston Rd site frontages undertaking seal widening, undergrounding, kerbing and some footpaths. While this meets likely expectations, this work on Council road reserve was allowed only at the Applicants risk subject to what else could be required as part of any subsequent planning or engineering approvals by Council for this site.
64. The Northmoor Boulevard road reserve is proposed to be quite wide along part Stage 3 and Stages 4 and 5 to Springston Rolleston Rd. While this appears to include a pathway/cycleway, the large berm areas along the south side will be beyond the practical means of most property owners to maintain.

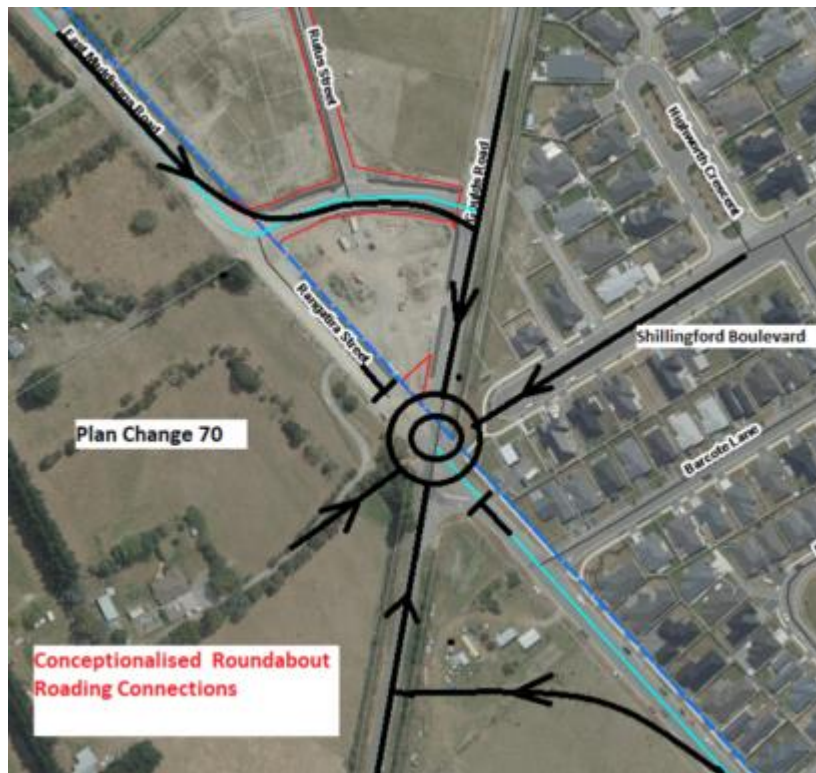
Western Site 682 lots – East Maddisons, Selwyn and Goulds Roads

65. A main traffic issue with this site relates to the existing and planned Shillingford Boulevard (east) /East Maddisons Rd/Goulds Rd/ Shillingford Boulevard (west – new future) intersection.



66. It was agreed with the Applicant for the earlier stages of the Faringdon Development that Shillingford Boulevard did not need to connect to Goulds and East Maddisons Rd at that time. This was in part that it would create a 6 legged roundabout (2x Goulds + 2x East Maddisons + 2x Shillingford) which was inappropriate. Instead it was agreed with the Applicant that as opportunities allowed (further surrounding developments and road layout rationalizations) then a four legged roundabout could be created. Councils has already achieved part of this with the realignment of East Maddisons Rd to Goulds Road to the north of Shillingford Dr. The Applicant has appeared to do the same the realignment of East Maddison Rd to Goulds Rd accommodated by Stage 9 of the development.
67. However there is no indication that the top area of Stage 9, and the lot layout proposed plus access requirements, can accommodate the proposed roundabout upgrade. Equally the same can be said how the top end of East Maddisons Rd around Barcote Dr will be adapted to the roundabout outcome required.

68. Considering the traffic generation expected from this site, and the key position of this juncture for traffic in the area, this intersection is in a similar position to the Springston Rolleston/Selwyn Rd intersection discussed above as needing to be also progressed as part of any 'fast track' approvals for this development. It is also well past time that Shillingford Dr is connected to the existing local network, rather than just remaining an unfinished dead end from the original areas of Faringdon. Prior to these fast tracking intentions, Council in its current 2021-31 Long Term Plan had identified to provide the intersection upgrade in 2029/30 at a currently estimated cost of \$2.5 million.
69. As with the Springston Rolleston/Selwyn Rd intersection the application, if approved, is likely to accelerate issues at this intersection as well ahead of planned upgrades. On that basis it is recommended that the Applicant also contribute significantly (up to 50%) to those costs and that it is constructed no later than the completion of Stage 6 of the proposed development, which connects Northmoor Boulevard onto Goulds Rd. Again, Council is happy to, and expects to, enter in discussions with the applicant around the development of a 'developer agreement' for the construction and cost of this infrastructure. As discussed above these discussion would normally happen through processing of a subdivision consent by Council. Given the nature of the 'fast track' process these discussion have not been had. It is recommended that developer agreement is a condition of consent.



70. The TA also refers to the Selwyn/Goulds Rd intersection as the other intersection as having a significant crash history yet no proposed improvements have been identified or discussed by the Applicant, considering this intersection is a key roading juncture to the site via East Maddisons Rd. As part of this the role, East Maddisons Rd between the Selwyn Rd and Ellesmere Junction Rd should also be considered as another route to service this south Rolleston site. Ellesmere Junction Rd is also an arterial route that traffic could use for this, but the existing 1.1km unsealed section of East Maddisons Rd would also need to be upgraded between the two arterials.
71. There is no detailed information on the likely intersection forms at the main intersections of Northmoor Boulevard and East Maddison Rd and also Goulds Rd. Considering the wider network role Northmoor Boulevard will provide, the requirement to use roundabouts could be expected including that also required to service the Applicants proposed Plan Change 70 area to the west.

72. While the TA identifies the less than ideal existing configuration of Selwyn/Goulds/Dunns Crossing Rd intersection there is no further assessment of how this intersection would be effected by the increased traffic generated by the development in the area and how this should be mitigated. The applicant should be aware of this as it has not been covered off by the TA.
73. Like the proposed Commercial area for the other development site, the one proposed on the corner of Northmoor Boulevard as part of Stage 3 may also have specific access issues. This is difficult to assess as no details showing the layout of Northmoor Boulevard has been shown between East Maddisons Rd and Goulds Rd.
74. It is noted that Lot 1 DP 3266339 on East Maddisons Rd between Lemonwood Drive and Meadows Drive is not included in the PC64 application. It is understood the owner has intentions for a 'retirement village'. Nevertheless some provision for roading and walk/cycle access, other than just from East Maddisons Rd, needs to be provided to cater for its future development whatever this maybe. If used as a retirement village roading will be private internally, however to ensure resilience of access to the site another legal road access to the perimeter of the block needs to be provided. The first preference would be from Stage 8 Lot 815 road as shown below as "A". In comparison the Applicant has shown a roading link to Lot 1 DP355996 that is not included in this plan change either, which is already bounded by two existing roads.



75. Details are unclear or missing in the Application on the requirement to provide a shared pathway along Selwyn Road for both development sites, as per the other stages. This would extend to include the west side of East Maddisons Rd between Selwyn Rd and Goulds Rd, which also would provide access to Lemonwood Grove School.

General Roading Comments

76. Council is generally comfortable with the internal layout of the roading and transport network within both these development sites. As described above, the main concerns centers around the upgrade of existing key roads and intersections on the adjoining arterial routes, and those directly linking to the sites.

77. The TA provides no check or reference to the planned road and intersection upgrades, both proposed at the time, and now adopted in the 2021-31 Long Term Plan for Rolleston in possible relation to this development.
78. Cross sections of the roads should have been provided to check relative road reserve widths, carriageway widths and footpath provision etc. These cross sections, and what would be presented for subsequent engineering approval, are to be assessed against the new standards in the Proposed District Plan and/or Engineering Code of Practice. For example this includes further requirements on the provision of footpaths, which has been a criticism of previous stages of Faringdon in some areas.
79. The upgrade of existing undeveloped road frontages to the sites shall be undertaken by the Applicant to urban standards i.e. seal widening, kerbing, footpaths (including shared paths as applicable) and street lighting. Details will be required to be provided and confirmed through standard engineering approval processes.
80. The Applicant shall check the roading plans with Environment Canterbury to ensure the sites can be serviced by public transport and include any provisions for such in the design and construction of roads and intersections.
81. Councils Point (link) Strip Policy is to apply as if this was a zoned and approved ODP area, which controls the use of point strips to recover any costs from adjoining land owners. It is noted that the Applicant has already planned for these as lots 356, 357 and 358 along the northern boundary of the eastern site which may not be acceptable if the zoning of the land to the north is changed and subject to an outline development plan.
82. Agreeing on staging will be important to ensure the efficient provision of infrastructure and the progressive mitigation of effects through related roading upgrades. It is noted for the western site the Plan denotes "*Staging to be completed in any order and combination*" which undermines that objective.
83. The development of these sites shall coordinate as able with other existing and proposed Plan Change areas in the provision of new, joined up and upgraded roading links and infrastructure to provide a logical and appropriate multi modal transport network in this area of Rolleston.
84. Development Contributions are to be assessed and applied in accordance with Councils latest policy such as that adopted for the 2021-31 Long Term Plan.
85. Councils subdivision consent conditions requiring Engineering Approval for all works is to be applied.

Water Services

South East Rolleston

Stormwater

86. Stormwater disposal in this area is to ground and will require a discharge consent from Environment Canterbury.

Water

87. In response to the accelerated growth within the Selwyn District, hydraulic models have been used to plan future water infrastructure for a number of water supplies including Rolleston. The master planning provides an assessment of the sizing and timing of new infrastructure including new water sources (wells) and pipelines to service growth. The master plan has been updated from that included in the application and the revised version is provided at the following link - [V2 Rolleston - Master Plan](#).

Council has entered into a developer agreement to have these strategic pipelines installed around the proposed development.

88. Water can be provided to this proposed development.
89. It is noted that the Rolleston water supply is sourced from deep ground water which is consented through Environment Canterbury consents CRC175045, CRC160628, CRC193859 and CRC962217. As the township grows the consented allocation will be put under pressure. Priority of water allocation needs to be given to those developments within the Rolleston Structure Plan (Link - [Final-Rolleston-Structure-Plan](#)). It is confirmed that this development is within the structure plan area.

Wastewater

90. Wastewater is treated and disposed at the Pines wastewater treatment plant in Rolleston. Council consulted on the expansion of the Pines wastewater treatment plant, to cater for growth, as part of the 2021/22 LTP. Pines is currently at or near capacity with upgrades currently underway and additional upgrades planned and budgeted for. Wastewater from this proposed development area can be conveyed via existing sewer mains and wastewater pump stations.
91. Priority of wastewater capacity needs to be given to those developments within the Rolleston Structure Plan (Link - [Final-Rolleston-Structure-Plan](#)) and within the urban limits of all connecting townships (current townships and planned townships to be connected). The Pines wastewater treatment plant is considered significant infrastructure and the ongoing expansion of the plant is critical to allow for the future growth of Rolleston and other townships that the plant treats (Lincoln, Prebbleton, West Melton, Springston and in the future Darfield, Kirwee, Leeston, Southbridge, Doyleston and the NZDF).

Water Race

92. Water race closures need to follow the SDC water race closure process. There are three races to be closed. Because these races do not extend below the development area, no constraints to their closures have been identified.

Conditions:

Conditions will need to be provided around the following:

- No direct connection of individual property laterals to the 525 diameter sewer main
- All infrastructure subject to engineering approval
- Water and wastewater connections to be provided to adjoining properties where required by Council

South West Rolleston

Stormwater.

93. Stormwater disposal in this area is to ground and will require a discharge consent from Environment Canterbury.

Water

94. In response to the accelerated growth within the Selwyn District, hydraulic models have been used to plan future water infrastructure for a number of water supplies including Rolleston. The master planning provides an assessment of the sizing and timing of new infrastructure including new water sources (wells) and pipelines to service growth. The master plan has been updated from that included in the application and the revised version is at the following link - [V2 Rolleston - Master Plan](#). Council is currently negotiating an infrastructure agreement to construct the extension of the water supply to allow for this growth should the plan change go ahead.

95. Council is working on a developer agreement to have these strategic pipelines installed around the proposed development should this plan change be approved.
96. It is noted that the Rolleston water supply is sourced from deep ground water which is consented through Environment Canterbury consents CRC175045, CRC160628, CRC193859 and CRC962217. As the township grows the consented allocation will be put under pressure. Priority of water allocation needs to be given to those developments within the Rolleston Structure Plan* It is confirmed that this development is within the structure plan area.

Wastewater

97. Wastewater is treated and disposed at the Pines wastewater treatment plant in Rolleston. Council consulted on the expansion of the Pines wastewater treatment plant, to cater for growth, as part of the 2021/22 LTP. Pines is currently at or near capacity with upgrades currently underway and additional upgrades planned and budgeted for. There are future capacity limitations in the wastewater infrastructure network in this area. SDC has planned in its LTP for a new pump station to be developed in 2022 to the south west of Rolleston to provide for additional growth (subject to acquiring land which this proposed development can provide). This would ensure the proposal could be sufficiently serviced for wastewater.
98. Council is working on a developer agreement to have these strategic pipelines and pump station constructed should this plan change be approved.
99. Priority of wastewater capacity needs to be given to those developments within the Rolleston Structure Plan ([Final-Rolleston-Structure-Plan](#)) and within the urban limits of all connecting townships (current townships and planned townships to be connected). The Pines wastewater treatment plant is considered significant infrastructure and the ongoing expansion of the plant is critical to allow for the future growth of Rolleston and other townships that the plant treats (Lincoln, Prebbleton, West Melton, Springston and in the future Darfield, Kirwee, Leeston, Southbridge, Doyleston and the NZDF).

Water Race

100. Water race closures need to follow the SDC water race closure process. There is one water race to be closed / piped.

Conditions

101. Conditions will need to be provided around the following:
 - Utility lot for the proposed wastewater pump station to be vested in Council as part of the first stage of the development
 - Water mains to be installed as per Council water masterplan
 - All infrastructure subject to engineering approval
 - Water and wastewater connections to be provided to adjoining properties where required by Council
 - Trunk wastewater pipes within this development will need to be oversized to cater for the greater catchment area

Reserves

102. The developer will need to provide valuations for the lots to be vested as Recreation Reserve and Local Purpose (Landscape) Reserve to enable land credits towards reserves contributions to be calculated in accordance with the Council's Development Contributions Policy.
103. It is noted that the reserve distribution generally complies with Council's adopted standard of 500m proximity to residences (easy walking distance). Generally the levels of provision are less than the standard of 1.2 ha per 1,000 population but this is offset with green space created alongside road

corridors and the likelihood of a school being developed in the South East area which will provide a significant area of open space. When the land is developed to the north of the South East development there will be an opportunity to obtain reserve areas to supplement provision.

104. It is noted that the draft condition related to the South East development propose Lots 300 and 303 to be Local Purpose (Utility) Reserve but these are shown on the landscape plans as “link reserves” and, as such, should be vested as Local Purpose (Access) Reserve.

105. In regard to the South West development Council would support reserve lots 700 and 706 being made larger to provide more open space. They could be extended to around 3,500m² each by including adjacent lots.

106. In the South West development Lots 701, 704, 705, 707 and 708 are shown in the draft conditions as Local Purpose (Utility) Reserve but appear to be primarily for walking/cycling linkage and should be vested as Local Purpose (Access) Reserve.

Economic

107. The economic assessment of the applicant and Councils peer review are aligned in their consideration of effects of the proposed centres. However, in line with Councils peer review (already provided to the Panel) some additional recommendations have been made to the conditions for clarity.

South East centre

108. The applicant assessment did not factor in the already approved neighbourhood centre at Acland Park. Taking this approved centre into account it is recommended that the South East centre be recognised as a local centre, not a neighbourhood centre.

109. However, that is mostly inconsequential (other than for clarity) as the distributional effects of this centre are diminished in light of the proposed amended conditions to control activities to a preschool, healthcare facilities and a small retail component (pharmacy) of 125m² tenancy.

110. Conditions as proposed are acceptable other than the addition recognising that one that the South East centre this shall be local centre.

South West centre

111. This is acceptable to be considered neighbourhood centre, with the proposed restriction in total GFA of 870m² as recommended by the applicant. However, it is recommended that the individual tenancy size be restricted to a maximum of 350m². This would reduce the possibility of a larger retail activity establishing and have possible distributional effects.

112. Conditions as proposed are acceptable other than adding a maximum tenancy size of 350m².

113. With the proposed conditions Council is satisfied that the proposed centres are appropriately sized and located.

Geotech

114. The information presented demonstrates that there are no geotechnical risks of any magnitude that would prevent the land in question being suitable for residential subdivision and development. See **Attachment C** for the full Geotech peer review.

Soil Contamination

115. Environment Canterbury have reviewed the NES Soil Contamination aspect of the application and have suggested some changes to the conditions as shown in the amended conditions. In addition they have suggested additional conditions be added based on the following:

- Burn pile area 3 on [REDACTED] was not investigated in the DSI report, although it was identified in the PSI report. This area needs to be covered with a DSI and if required, would need to be remediated and validated prior to the issue of titles.
 - The area used as a coal yard in 870 Selwyn Road has not been investigated. It should be investigated, remediated and validated by a suitably qualified and experienced practitioner (SQEP) on contaminated land (if required) prior to the issue of titles, and should form part of consent condition.
 - A discovery protocol during site works should be included as a consent condition.
-
-