

## SUMMARY OF EVIDENCE OF PATRICIA HARTE ON BEHALF OF MIKE GREER HOMES NZ LIMITED

### INTRODUCTION

1. My full name is Patricia Harte.
2. I prepared a statement of evidence dated 3 May 2024 and a supplementary statement of evidence dated 2 August 2024 in relation to Mike Greer Homes NZ Limited's (**Mike Greer Homes**) request to rezone approximately 14 ha of land at the southern entrance to Kaiapoi (**the Site**) from Rural Lifestyle Zone (**RLZ**) to Medium Density Residential Zone (**MRZ**) subject to an Outline Development Plan (**ODP**) (**the Proposal**)

### ZONING

3. The 14.2ha site is currently zoned Rural Lifestyle. The submitters have requested that it be rezoned Medium Density Residential. It is estimated that the site will provide for approximately 190 lots.

### LOCATION AND OUTLINE DEVELOPMENT PLAN

4. In my opinion the location of the site is distinctive in that while it is a logical extension of Kaiapoi, it also has its own character as an enclave lying between the Kaikainui and Courteney Streams and between the railway and Main North Road. The evidence of Mr. Singh discusses the site context concluding that the setting provides a unique character with a good level to intimacy. The Outline Development Plan for South Kaiapoi commits to the construction of a pedestrian bridge across the Kaikainui Stream linking the site with the adjoining Riverside area to the north.
5. The Outline Development Plan also provides for a large Stormwater Management Area adjoining the Railway line, which is a naturally lower area. This area, in combination with the esplanade reserves adjoining the Kaikainui and Courteney Streams provides for a walkway/cycleway around the perimeter of the housing areas while also providing links out to Main North Road.

### FLOODING ISSUES

6. The area of the proposed rezoning is low-lying and will need to be raised by up to 1m to avoid flooding of dwellings on the site as addressed by Mr. Verstappen. The design standard for this increase in ground level is to avoid flooding of houses in a 1 in 200 return period flood or 0.5% Annual Exceedance Probability (AEP) as required by the flood standards in the Proposed District Plan. Significant flood modelling has been undertaken by Mr. Whyte of DHI Water and Environment to determine the required height of this land to avoid flooding issues on the site and in adjoining areas. I understand the model used is the Council's model. This modelling has enabled detailed design of on-site levels and stormwater flow paths as well ensuring that in the 0.5% AEP event that there will be no flood waters on the formed Main North Road, which I understand currently occurs with larger floods.
7. To ensure that this on-site and off-site flood mitigation is achieved we have requested two changes to the District Plan:
8. Firstly, the "*Urban Flood Overlay*" in the Planning Maps needs to be extended south over the site so that it will be subject to the District Plan's general Hazards provisions for Kaiapoi which require buildings, their extensions and infrastructure to meet

specified minimum floor levels. The ground level of the site will be raised such that 0.5% AEP/1 in 200-year flood event will not result in houses on the site being flooded.

9. Secondly, to ensure that on and off-site flooding issues are fully assessed and mitigated two Built Form standards are proposed to be included in the South Kaiapoi Development Plan (SKDP) specific standards set out below. These have been included in the draft South Kaiapoi Development Area provisions attached to my Supplementary Evidence.
10. I understand that having received the latest flood modelling contained in the Mr Whyte's supplementary evidence the Council's engineer is satisfied that it addresses downstream concerns.
11. I note that Mr. Whyte states that houses will also avoid the higher standard of a 0.2% AEP flood event. I understand this will satisfy CRPS Policy 11.3.1 which seeks avoidance of new subdivision of land in high hazard areas, that is in 0.2% AEP (1 in 500 year) floods.

#### **AIRPORT NOISE**

12. The whole site sits under the 50dBA  $L_{dn}$  air noise contour, as does the majority of Kaiapoi. The matter of aircraft noise was considered by the Panel in Stream 10A. At this stage of course we do not have the Panel's conclusions as to what, if any, restriction on residential development is appropriate or required.
13. My evidence at the Stage 10A hearing concluded that there was nothing positive about CIAL's opposition to the proposed rezoning of the South Kaiapoi block (and the Momentum land at North Kaiapoi). It did not enable more people living in Kaiapoi which is a well-functioning environment. In particular such an approach would remove or at least reduce the potential of the two important areas in Kaiapoi being available for residential growth. It therefore did not satisfy NPS-UD Policy 8. I also considered the fundamental issue of whether there was a reverse sensitivity issue associated with aircraft noise, that is whether there were sufficient numbers and types of complaints that could seriously challenge the operation of CIAL. I found in fact that there were few complaints overall, and very limited complaints from Kaiapoi residents i.e. 1 complaint in 2023. Further, the noise "issue" is addressed in the Operative and Proposed District Plan noise standards which provides for noise sensitive activities (which includes residential activities) under the 50dBA contour to be permitted activities. I understand this approach is based on that fact that modern insulation specifications achieve appropriate internal noise levels, thus avoiding annoyance.

#### **POLICY FRAMEWORK**

14. The three policy documents directly relevant to rezoning of the land in South Kaiapoi are the Proposed Waimakariri District Plan (PWDP), the National Policy Statement on Urban Development 2022 (NPS-UD) and the Canterbury Regional Policy Statement (CRPS). There is considerable overlap between these documents in relation to provision for growth, particularly between the Strategic Directions in the PWDP and the NPS-UD.

#### **NPS-UD IMPLEMENTATION - PROVIDING DEVELOPMENT CAPACITY AND RESPONSIVE PLANNING**

15. **Clause 3.2 requires** councils to provide at least sufficient development capacity to meet expected demand for housing. This supply is to be in existing and new urban

areas, provide for standalone and attached dwellings and meet the short, medium and long term. To be sufficient it needs to be plan-enabled, infrastructure-ready and feasible. This South Kaiapoi site meets all these requirements. The evidence of Mr. Colgrave details the demand and supply situation for the District and for Kaiapoi and addresses in detail the importance of providing a variety of housing types. Infrastructure is either present in the vicinity or can be extended (at the cost of the developer) to the site.

16. **Clause 3.4** specifies that medium term capacity should be provided for within a **proposed** district plan. This is exactly what the submitters are seeking.
17. **Clause 3.8** applies to situations where a plan change provides significant development capacity that is not currently enabled in a plan. I agree with Mr. Wilson that logically this approach should apply to a submission to a proposed Plan. Regarding capacity, I note Mr Colegrave's supplementary evidence states that 190 lots is extremely significant. In these circumstances the Panel needs to have particular regard to whether this capacity will contribute to a well-functioning environment and is well connected to transport routes. In my opinion the well-functioning environment criteria are met (see **attachment A** for details).

#### **CRPS**

18. Chapter 6 of the CRPS focuses on responding to earthquake related demand with an emphasis on limiting new development to areas identified on Map A as revised in 2021. Since that time there has been, and continues to be a strong, ongoing demand for housing in Kaiapoi where lower cost housing is available. While additional Future Development Areas were added to Map A these are either already, or likely in the near future, to be developed for housing. The CRPS was updated in 2022 to incorporate housing bottom lines but did not amend Map A. The NPS-UD and in particular Policy 8, directs councils (including regional councils) to be responsive to plan changes even if this is not anticipated by an RMA planning document. Given the pathway contained in Policy 8 I consider the now out of date Map A provision should not hinder new areas being rezoned for residential development where they satisfy all other relevant criteria. This view is supported by CRPS Policy 6.3.11 Monitoring and Review which provides for new greenfield priority areas in para (5) subject to meeting criteria relating to infrastructure, urban consolidation, and avoidance of floodable areas. These are all met or addressed by the proposed rezoning of South Kaiapoi.
19. Although the Site is not within a Future Development Area, the Rezoning proposal would otherwise achieve the various criteria at Policy 6.3.12 designed to ensure that development takes place in a coordinated way that integrates additional housing with infrastructure planning.

Thank you for the opportunity to present my evidence and I am happy to address any questions.

Patricia Harte

16 August 2024

**ATTACHMENT A**

- The MDR zoning provides for a range of housing types and densities and the submitters plan to provide for this variety in their development.
- The location of the submitter's land will enable easy access to jobs, community services and open space and routes for public and active transport. This includes ready access to a range of open space areas within the development itself.
- The scale of this development is anticipated to create real opportunities and choices for people seeking housing and therefore to support a competitive housing environment in Kaiapoi and greater Christchurch.
- There is some potential for reduced greenhouse emissions through a compact urban form. The site is relatively close to some community facilities and schools and is already well serviced by public transport services within Kaiapoi and between Kaiapoi, Rangiora and Christchurch City the bus stop being with a 1-2minute walk to the site accesses. In addition there is ready access to park and ride facilities.
- With regard to climate change the site is to be raised to avoid more extreme flooding than is required under the Proposed District Plan with the goal providing for long term resilience.