

**BEFORE THE INDEPENDENT HEARINGS PANEL
APPOINTED BY WAIMAKARIRI DISTRICT COUNCIL**

UNDER the Resource Management Act 1991

IN THE MATTER of the Proposed Waimakariri District Plan

STATEMENT OF EVIDENCE OF BERNARD GAVIN WARMINGTON

for Rainer Hack and Ursula Hack (Submission Number 201)

**Supplementary Planning Evidence: Hearing Stream 12E – Rangiora, Kaiapoi, Woodend and
Variation 1**

Dated: 16 August 2024

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EXPERIENCE

1. My full name is Bernard Gavin Warmington.
2. I have a Bachelor of Agricultural Science (hons) from Lincoln University, and a Master of Science in Resource Management (hons) from Lincoln University. I am a Full Member of the New Zealand Planning Institute and hold the Project Management Professional (PMP) qualification of the Project Management Institute.
3. I am the Area Planning Manager for Wellington at Align Limited, a multi-disciplinary consultancy offering services in planning, property, urban design and landscape architecture. I have held the role for three years, before which I was a Principal Project Lead in the Resource Consents Department of Auckland Council from 2016 to 2021.
4. I have practiced in policy and planning for approximately 30 years working in central government, local government and consultancy in New Zealand and in consultancy in the United Kingdom and Middle East. I have experience in preparing and processing District and Regional Resource Consents and RMA policy in New Zealand and in Environmental Impact Assessment and environmental policy in other jurisdictions. I was a policy adviser for MAF (now MPI) for five years working on rural environmental and RMA policies and a policy adviser for Bay of Plenty Regional Council for three years working on a range of topics.
5. I have worked on a wide variety of planning projects, either for the applicant or for the Council as regulator. These include subdivisions of all scales up to 1200 lots, land use proposals for residential, commercial, industrial and retirement land uses, city-scale masterplanning projects and infrastructure projects including roading, stormwater and energy networks.
6. This statement of evidence supplements the evidence circulated to the Hearing Panel by Victoria Edmonds. Ms Edmonds is no longer working at Align Limited and I have taken up the role of planner for the submitter for the Waimakariri District Plan hearings. I am familiar with the evidence prepared by Ms Edmonds.
7. Unless otherwise specified, all statements in this evidence are my own opinion.

CODE OF CONDUCT

8. Although these proceedings are not before the Environment Court, I have read, understood, and will comply with the Code of Conduct for Expert Witnesses contained in the Environment Court's Practice Note 2023. This evidence has been prepared in accordance with this Practice Note and I agree to comply with it. Except where I state that I am relying on the evidence of another person, I confirm that this evidence is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed in this evidence.

SCOPE OF EVIDENCE

9. This supplementary evidence addresses the proposed rezoning of part of 110 Parsonage Road (“the site”) to Medium Density Residential Zone (MRZ), as shown in Appendix B (Outline Development Plan) to Ms Edmonds’ evidence. The proposed Medium Density Residential Zone area occupies about 1.84ha of the 3.7ha site.

10. I have addressed the following principal issues:

- a) Expanding on parts of Ms Edmonds’ evidence which are of particular relevance to the MRZ rezoning request. I note that Ms Edmonds’ evidence was prepared to support a ‘substantial rezoning’ of the site into more than one proposed zone. In view of the structuring of the hearings into streams for each proposed zone, the current evidence addresses the parts relevant to the current Stream 12E. Previous evidence for Stream 12C addressed the matters relevant to LLRZ;
- b) Presentation and explanation of changes made to the Outline Development Plan submitted with Ms Edmonds’ evidence;
- c) Reference to the traffic engineering evidence of Mr Andy Carr and the civil services engineering evidence of Mr James Hopkins;
- d) Further discussion about environmental effects and their mitigation, particularly regarding noise matters in relation to the Woodend Bypass;
- e) Responding to statements in the Council’s Section 42A report for Stream 12E;
- f) Providing additional assessment of the rezoning proposal against NPS-UD, Regional Policy Statement and Proposed District Plan objectives and policies;
- g) Further commentary about the appropriateness of the proposed rezoning in relation to section 32 of the Resource Management Act.

11. In preparing this statement of evidence, I have:

- Read the s42A report for Stream 12E and its attachments.
- Reviewed the relevant statutory framework, plans, policies, and related materials that are referred to in the above.
- Read the submissions received by the Council.
- Read the relevant Hearings Panel memos and minutes.
- Read, referred to and relied on written material and evidence from the following persons:
 - i. Civil engineering – James Hopkins (evidence)
 - ii. Geotechnical – Raymond Su (memo)
 - iii. Traffic and transportation – Andy Carr (evidence)
 - iv. Acoustic – Jeremy Trevathan (memo)

12. I have attached the following documents to my evidence:

- Appendix A – Parsonage Road Development Area and Outline Development Plan (revised text for the Development Area)
- Appendix B - Acoustics Memo – Mr Jeremy Trevathan of Acoustic Engineering Services
- Appendix C – Policy assessment tables

SUMMARY OF MATTERS RAISED IN SECTION 42A REPORT

13. The original Stream 12E section 42A report did not make an assessment or recommendation on the current site. The submitter has requested a rezoning to urban use in the Woodend area and Stream 12E is the only s42A report and hearing within the current hearing streams in which this request could be addressed. Council provided a Supplementary s42A Report by Mr Wilson addressing the site on 9 August 2024.
14. The Supplementary s42A Report states at Para. 2 that *“110 Parsonage Road, Woodend, be rezoned to LLRZ. The submission also requested that 90 and 110 Parsonage Road and part of 20 Thirlwall Street be rezoned as GRZ.”* I note that the submission also requested MRZ as a possible relief for part or all of the site and that is the approach taken in this submission. The submission included the statement: *“Rezone 110 Parsonage Road, 90 Parsonage Road and part of 20 Thirlwall Street to GRZ, or a mix of GRZ, Medium Density Residential and/or LLRZ”*
15. The officer states that he must consider the site under Policy 8 of the NPS-UD. He states that he does not consider that a development providing up to 35 lots is significant in terms of Policy 8. He appears to note that the site zoning request could still be considered, under the requirements of Objective 6 and other parts of the NPS-UD to be ‘responsive’ in general.
16. The officer notes that Policy 8 also requires plan changes to contribute to a well-functioning urban environment. At this point there appears to be missing text relating to the Canterbury RPS.
17. The officer notes that *“noise from the proposed motorway is the biggest constraint on the site”* and that *“If the reverse sensitivity risks from this site cannot be mitigated, then it should not be rezoned, but I have no evidence on which to assess that.”*
18. On that basis the author recommends rejection of the submission while stating that future land use near the motorway *“could be addressed in future by plan change once the final design, including noise effects, of the motorway is known.”*
19. The Stream 12E section 42A engineering memo by Mr Aramowicz (para 185 etc) refers to the geotechnical, natural hazards and servicing suitability of the site.
20. The Mr Aramowicz concludes that *“There are no significant constraints that relate to natural hazards, geotechnical conditions, or the ability to provide stormwater, wastewater and potable water services to the site that would prevent the proposed GRZ/MDRZ land use.”*

21. The Stream 12E section 42A green space memo by Mr Read, Green Space & Community Facilities Planner states that:
22. *“There are no public greenspace provision requirements in relation to this submission. The retention and protection of any listed Notable Trees is required in the event of a zoning change and residential subdivision. Should rezoning occur, it is advocated that significant trees be retained where feasible to offset the inevitable change from rural to residential character.”*
23. I note that Mr Read refers to the site as “Hack – 100 Parsonage Rd”, which is an incorrect address, however from the context it is clear to me that he refers to the submitter’s site which is 110 Parsonage Road.

S42A CONSIDERATION OF NEARBY ZONING REQUESTS

24. **East West Developments [submitter 77]** requests that the land adjacent to Parsonage and Eders Roads be rezoned as MDRZ. The area affected by this submission includes 110 Parsonage Rd. Mr and Mrs Hack were not involved in this submission by East West Developments or the further submission in support by Ravenswood Developments Ltd [FS 79].
25. The s42A report notes that further evidence has not been provided for the submission and the submitter does not own most of the land subject to the submission. The report recommends (at para 708) rejecting this submission for reasons including that the Woodend Bypass is not yet constructed and its noise and vibration effects are not known.
26. **Ogle [submitter 143] and Fehney and seven others [125]** owning land at Chinnery Rd and Grange Rd requested that it is rezoned to GRZ. The s42A report recommends accepting the submissions and has provided a recommended ODP as one was not provided with the submissions. This would provide in the order of 117 dwellings.
27. **CSI Property [submitter 212]** requested GRZ zoning for a number of properties north of Woodend. The s42A report recommends rejection for a number of reasons, including lack of evidence provision, the submitter does not own the sites and the sites are in a rural area outside the infrastructure boundary.
28. **Woodwater Limited [submitter 215]** requested to rezone land in southern Woodend including on Judsons Road, Woodend Beach Road, Copper Beech Road and Petries Road, Woodend (refer to full submission for list of properties) from Rural Lifestyle Zone (RLZ) to residential uses. The submission affects a large number of parcels with owners supportive of the submission. The s42A report recommends accepting the submissions and has provided recommended changes to the ODP that was provided with the submission. This would provide in the order of 500 and potentially up to 700 dwellings. The report notes that the land is outside the shaded areas in Map A, CRPS and the reporting officer has provided their own assessment of this in relation to Objective 6 and Policy 8 NPSUD.
29. In comparison to the Chinnery and Grange Rd areas and the Woodwater area I consider that 110 Parsonage Rd is equally suited to residential development, in terms of urban form. While

it is outside the defined '**Infrastructure Supported Boundary (indicative locations only)**' in Figure 59 of the WDDS, it is only just outside it and the investigations commissioned by Mr and Mrs Hack have shown that it can in fact be readily serviced by infrastructure. While 110 Parsonage Rd is not within the Greenfield Priority Areas or Future Development Areas of Map A of the CRPS, 110 Parsonage Rd is as close to the Woodend Centre as the Chinnery and Grange Rd areas and the Woodwater area.

PROPOSED PARSONAGE ROAD DEVELOPMENT AREA (DA) AND OUTLINE DEVELOPMENT PLAN (ODP)

30. A proposed ODP was attached to the evidence of Ms Edmonds. This was based on an extension of the **EWD - East Woodend Development Area** and **Outline Development Plan**.
31. It has become apparent that additional detail is required to meet the ODP requirements and the submitter now provides an updated Development Area and Outline Development Plan.
32. The Development Area and Outline Development Plan have been provided as a separate **PRD - Parsonage Rd Development Area and Outline Development Plan**. These are attached in Appendix A and I request that these now replace the ODP provided with Ms Edmonds' evidence.
33. This enables clarity on the requirements for the subject site at 110 Parsonage Rd. It also avoids potential procedural and fairness issues associated with modifying a part of the Proposed District Plan that has already been subject to submissions.
34. Three further amendments are proposed to the ODP as provided to Council on 5 August 2024 at the expert evidence deadline, these are shown in tracked changes in Appendix A:
 - The internal noise standards for the houses on the site derive from the (Proposed) District Plan Noise chapter rather than the Building Code;
 - Private access roads and walking and cycle access are no longer shown on the ODP, as they are quite likely to change. These can be designed at resource consent stage;
 - The proposed Subdivision Standard DEV-EWD-SUB-S1 limiting residential yield to 32 lots has been deleted. While this remains the target density for the overall site I consider that including a limit would require a qualifying matter assessment under the MDRS. The 32 lot limit represents the owner's preference. The site can achieve the PDP intended residential density of 15 units per hectare (SUB-P6) based on 29 units in the MRZ area, with 3 units in the LLRZ area, a total of 32.
35. Key matters provided for in the **PRD – Parsonage Road Development Area** are described in the text, including:
 - A split zoning with Medium Density Residential Zone to the west and Large Lot Residential Zone to the east.
 - A lower density is appropriate adjacent to the future Woodend bypass.

- Road upgrade (Parsonage Rd) and a new internal public road.
- Protection of the setting of the Heritage NZ-listed Mairangi Homestead through a minimum 5,000m² lot area.
- Retention of the three notable trees identified in the District Plan, one other large oak tree, and other mature trees where practical.
- A stormwater management design.
- An anticipated density of 14.1 to 15.8 lots / ha for MRZ.
- An anticipated density of 1.6 lots / ha for LLRZ.
- Provision for EV charging and cycle parking to enable choices by future owners about sustainable transport.

36. I confirm that the matters relating to ODPs in Proposed District Plan **Policy SUB-P6 Criteria for Outline Development Plans** have been addressed adequately. Please refer to the assessments in Appendix C. For completeness, the matters relating to ODPs in Regional Policy Statement **Policy 6.3.3 Development in accordance with outline development plans** have also been addressed in Appendix C, while being largely the same.

ASSESSMENT OF ENVIRONMENTAL EFFECTS

Positive effects

37. I summarise as follows the case for rezoning of the site as a combination of MRZ with LLRZ. Development of the site would

- Assist in consolidating development in Woodend with the existing urban environment. The site adjoins the recently constructed Woodlands (former) Greenfield Priority Area and is served by Parsonage Rd which connects to the Woodend local centre.
- Be an extension of the existing residential character adjacent to the site, while recognising that the new Woodend Bypass will change the character to the east (and also north and south) of the site from quiet semi-rural to a more urban character.
- Use existing water and wastewater service connections in Parsonage Rd and manage stormwater on site.
- Provide housing which has some variation in type (some medium density / attached designs are intended), within an existing town, and assists to achieve the UFD-01 housing bottom lines.
- Support Woodend as an urban centre.
- Have access to open space in Woodend, while not providing public open space.
- Provide a small area of Large Lot Residential where it is more appropriate closer to the Bypass.

- Incorporate the results of consultation undertaken to date with Ngāi Tūāhuriri in terms of minimising the impacts of development on water and other cultural resources.
- Develop a site with no existing productive agricultural use or potential.

Adverse effects and mitigation

38. Ms Edmonds' evidence has assessed the environmental effects associated with the rezoning at a broad scale. I am supportive of that assessment. The evidence covered:

- Geotechnical suitability
- Hazards – Flood risk and Liquefaction
- Availability of services
- Consistent with future intended use of motorway designation
- Heritage effects

39. The land concerned has already been lost to productive rural use, being a long-established rural residential lot of 3.7ha with mature trees present across the property. The existing lot cannot be amalgamated into productive rural land to the east due to the presence of the Woodend Bypass designation, which the Government has prioritised for construction. Transport and servicing needs can be met, as demonstrated in the evidence presented by Mr Carr and Mr Hopkins for the submitter, without creating unsustainable demands or impacts. Reverse sensitivity effects are unlikely as there are limited agricultural activities adjacent to it. Overall I consider that these matters are broadly agreed with the Council officers, however I am happy to respond to questions.

40. There are neighbours (other than bypass designation) which are not urban zoned, these are 100 Parsonage Rd (north) and 107 and 115 Parsonage (south). I consider that the effects on these persons will be acceptable. 100 Parsonage Rd will be relatively close to construction work, which can be managed through standard work hours and noise limits, and will experience a change in outlook. 107 and 115 Parsonage Rd are on the other side of the road, again there will be a change in outlook. East Woodend has already changed significantly in recent years and development of the current site would not be a large change in that context.

41. Mr Read in his memo raised concerns about preservation of the notable trees. Protection of trees will be provided through the Outline Development Plan attached to this evidence in Appendix A. The Notable Trees (01 to 03) are identified on the ODP. These will form part of the lot around the HNZ-PT listed dwelling. In addition, a further oak tree is identified in the ODP as requiring protection and additional trees along the driveway are to be retained as far as practical, depending on final road design.

42. I consider that while the proposed rezoning will not provide any public green space, the larger lots and retention of notable and mature trees will benefit the setting of the listed dwelling and maintain a degree of green edge to Woodend in this location.

43. I believe the remaining effects-based matter to resolve is noise from the future Woodend Bypass, which Mr Wilson's Supplementary s42A report notes concerns about.
44. My position and Ms Edmonds' on noise effects has been that the effects of the Woodend Bypass on the present site dwelling and the possibility of reverse sensitivity due to noise are already taken into account by mitigation required for the designation design, in the form of noise walls and pavement treatment specified by Marshall Day Acoustics for NZTA. The designation conditions require this to be delivered. Further mitigation can be readily provided during site design.
45. Mr Trevathan of Acoustic Engineering Services has provided a memo to respond to the s42A officer's concerns. This is attached in Appendix B. The memo indicates that all noise matters relating to the requested rezoning can be satisfactorily addressed.
46. I will speak to this matter further at the hearing.

POLICY ASSESSMENT

Capacity Assessment And Spatial Planning

47. Our Space 2018-2048 – Greater Christchurch states in section 5.3 Selwyn and Waimakariri towns: *“Given the projected shortfalls in housing development capacity in Selwyn and Waimakariri to meet their future needs, a change to the CRPS is proposed to allow Chapter 6 and Map A the flexibility to respond to identified medium term capacity needs.”*
48. Change 1 to Chapter 6 delivered additional Future Development Areas to Rangiora and Kaiapoi.
49. Environment Canterbury in their submission have encouraged the District Council to reference Map A of the RPS in PDP Policy UFD-P2 identification and location of new residential development areas.
50. The s32 report for Change 1 noted (page 44-45), when rejecting Option 6 'Advance a new greenfield growth area in other or additional locations' other than Rolleston, Kaiapoi and Woodend; that *“The scope of the Proposed Change is narrow. It is a targeted change to the CRPS in response to a shortfall in housing development capacity over the medium to long term. Additional land is best considered as part of subsequent planning processes, including reviews of the CRPS and district plans and relevant LGA processes, including structure planning.”* We are now in a process of District Plan review, which requires Council to consider rezoning proposals. While Map A is a valid and well researched tool, in my view the District Plan growth areas need not be limited to those areas already identified in Map A as existing FDAs.
51. In response to Option 7 'Remove Map A from Chapter 6 and / or introduce greater flexibility to where urban development can locate through amendments to relevant objectives and policies.' the s32 report notes: *“The Hearings Panel for Our Space accepted the position of the reporting officers that it is appropriate to consider such matters as part of the scheduled full review of the*

CRPS. They noted that the changes sought by submitters in this regard would provide significantly less certainty for investment as to where land is appropriate to develop, and increase the likelihood of fragmentation of that land, potentially resulting in less ability to properly structure plan and develop that land for urban activities at a later date.”

52. Due to the timing of the current PDP hearings relative to the intended CRPS review (currently being drafted, but not yet notified or published in draft), there is no process available for requesting amendments to the RPS prior to the decisions on the PDP. This places some onus on the District Council to be responsive to proposals that are in all respects suitable and appropriate, other than not being identified in the former RPS Change 1 and Map A update process.

53. In the case of this submission the subject site now adjoins the Woodend existing urban area, specifically it adjoins the Woodlands new subdivision which was formerly a Greenfield Priority Area in Map A.

NPS Urban Development Assessment

54. In my view the NPS-UD seeks to encourage, via council plan-making and other decisions, adequate provision for housing and business capacity in plans and better quality urban development.

55. An assessment against the NPS-UD is provided in Appendix C.

56. Objective 6 of the NPS-UD requires that (emphasis added):

“Local authority decisions on urban development that affect urban environments are:

(a) integrated with infrastructure planning and funding decisions; and

(b) strategic over the medium term and long term; and

(c) responsive, particularly in relation to proposals that would supply significant development capacity.”

57. Policy 8 of the NPS-UD requires that:

“Local authority decisions affecting urban environments are responsive to plan changes that would add significantly to development capacity and contribute to well-functioning urban environments, even if the development capacity is:

a) unanticipated by RMA planning documents; or

b) out-of-sequence with planned land release.”

58. My reading of Objective 6 is that it requires (all) local authority decisions to be responsive, particularly so for proposals that would supply significant capacity. Objective 6 is not limited to

regional policy statement and regional and district plan decisions, it applies to any *planning decision* (as defined in Section 1.4 Interpretation) about urban development, including resource consents. Particularly can mean ‘applies especially to one thing or situation’ or ‘more than other things’.¹ It is not exclusive but it provides an emphasis to a certain thing or option.

59. Policy 8 is more restrictive in its application, it is about decisions about plan changes. It seems accepted by officers that ‘plan changes’ includes submissions on proposed district plans. Policy 8 requires that local authority decisions are responsive to plan changes that would add significantly to development capacity and contribute to well-functioning urban environments. It does not follow that decisions should not be responsive at all to plan changes that contribute to well-functioning urban environments but might be considered to fall short of significant. This seems at odds with the overall thrust of the NPS-UD which is to facilitate additional urban development in well-suited locations. The NPS-UD does not define ‘significant’, which leaves this to be a matter of judgement. The RPS does not define ‘significant’ at the current date either. I consider an additional 31 lots can be significant in the context of a small town such as Woodend. However, I do not think it needs to be so for the Council to consider it on its merits under the policy guidance of the NPS-UD.

60. Policy 6d requires that (emphasis added):

When making planning decisions that affect urban environments, decision-makers have particular regard to the following matters:

(d) any relevant contribution that will be made to meeting the requirements of this National Policy Statement to provide or realise development capacity.

61. This further supports the view that the NPS-UD can be read broadly in relation to plan changes than a strict reading of Policy 8 may allow for.

62. In this case, for the wider 110 Parsonage Rd site and ODP including both MRZ and LLRZ, I consider that the Council can give due consideration to the zoning proposal even though it is not directly anticipated by the RPS, the District Development Strategy, the Rural Residential Development Strategy (in the case of LLRZ area) or the Proposed District Plan.

Canterbury Regional Policy Statement Assessment

63. An assessment against the CRPS is provided in Appendix C.

64. I consider that there is a very high level of compliance with RPS objectives and policies. The principal exception is that the site is not identified as being in a Future Development Area and is outside the Projected Infrastructure Boundary, as shown in Map A of Chapter 6.

¹ <https://www.collinsdictionary.com/dictionary/english/particularly>

Waimakariri Proposed District Plan Assessment

65. An assessment against the PDP is provided in Appendix C.

66. I consider that there is a very high level of compliance with Proposed District Plan objectives and policies

CONSIDERATION OF ALTERNATIVES

67. This section is repeated from my evidence on Stream 12C Large Lot Residential. Some additional or altered text is in underline and deleted text is in ~~strikeout~~.

68. For the purposes of a section 32 RMA alternatives assessment I consider that the alternatives for this site, particularly the eastern part of the site, are:

- Rural Lifestyle Zone. The site would need to remain as one lot to be close to the 4ha minimum area. This is the zone shown in the Proposed District Plan;
- Large Lot Residential Zone over the whole site. This would yield about 7 lots at average 5,000m²;
- Medium Density Residential Zone over the whole site, with no limitation on the lot number other than that set by the development controls;
- Medium Density Residential Zone over the whole site, with an overlay or a 'specific control' (as defined in the Proposed District Plan) to limit development to around 32 lots – this would amount to a MDRS qualifying matter;
- Large Lot Residential Zone in the east and Medium Density Residential Zone in the west, as proposed in our evidence.

69. The benefits and costs of each option against environmental, economic, social and cultural criteria are presented in Table 1.

Table 1: Section 32 summary assessment of options

Option 1	Rural Lifestyle Zone (whole site)	
	Benefits	Costs
Environmental	Retain open landscape Retain ecology associated with mature trees (mainly exotic species)	
Economic		Under-utilisation of land resource close to urban area and services
Social	Large lot around the listed heritage house	Opportunity for local housing provision lost or delayed The heritage building cannot be adequately maintained or restored with the minimal rental income from the current land use

Cultural	No cultural effects from development, although these are expected to be low risk	
Other		
Option 2	Large Lot Residential Zone (whole site)	
	Benefits	Costs
Environmental	Retain a largely open landscape Retain most of ecology associated with mature trees	
Economic		Under-utilisation of land resource close to urban area and services
Social	Additional large lots available in the District for people who prefer these	Limited housing provision (6 additional lots)
Cultural	Likely to be limited effects on water quality	
Other		RPS and PDP policy discourages LLRZ immediately adjacent to towns and that was not planned through the RRDS
Option 3	Medium Density Residential Zone over the whole site, with no limitation	
	Benefits	Costs
Environmental		Landscape 'edge' to Woodend lost in this location Ecology associated with mature trees lost, other than immediately around the heritage building Heritage building would lose its current spacious setting Difficult to retain and protect the scheduled trees at this density. May exceed servicing capacity for wastewater and stormwater.
Economic	Efficient use of land resource, if servicing is possible	
Social	Significant housing provision, could be 80 lots or more, depending partly on how much stormwater treatment area must be reserved.	
Cultural		May be adverse effects if water cycle effects cannot be managed, noting that the soil infiltration rate is low
Other		
Option 4	Medium Density Residential Zone (whole site) with ~32 lot limit	
	Benefits	Costs

Environmental	The density limit would enable the developer to avoid sensitive areas of the site (some of the mature trees and the Bypass designation) in designing a subdivision layout	Developer is not required to distribute density in any particular way
Economic	Efficient use of land resource, should be economic to provide servicing	
Social	Moderate but significant housing provision – about 31 additional lots in total	
Cultural		May be some effects on water resources, these are low risk and can be managed through design and consultation
Other		<u>Requires a qualifying matter assessment to justify a reduction in density</u>
Option 5	Large Lot Residential Zone (east), Medium Density Residential Zone (west)	
	Benefits	Costs
Environmental	Retain an open landscape in the east of the site Retain most of the ecology associated with mature trees in the east of the site Higher density provided where it is beneficial, adjacent to open space and views of the ranges Lower density provided where it is beneficial, near Bypass designation	
Economic	Efficient use of land resource, should be economic to provide servicing	
Social	Moderate but significant housing provision – about 31 additional lots in total Housing choice of medium density units	
Cultural		May be some effects on water resources, these are low risk and can be managed through design and consultation
Policy and other		RPS and PDP policy discourages LLRZ immediately adjacent to towns and that was not planned through the RRDS

CONCLUSION

70. I consider that a MRZ zoning in the west and an LLRZ zoning for the eastern part of the site would provide a good environmental outcome, a good level of housing provision and is the most appropriate use of the site.

71. The MRZ area would provide for a range of dwelling types and enable use of the stormwater detention area for visual amenity and possibly recreation. It could achieve the 15 units / ha density requirement (SUB-P6) for urban zonings. Any effects from the Bypass in terms of noise will be mitigated to a large extent by the already committed measures in the designation approvals and can be further addressed through building design if required.
72. The LLRZ area would enable a suitable buffer to be retained around the heritage building to maintain its character and would provide a degree of separation between the Woodend Bypass designation and the proposed MRZ area on the site.
73. The change in land use would be from an existing lifestyle residential use and would not convert existing productive land.
74. Servicing can be readily provided and will not impose unnecessary costs on the wider District ratepayers.
75. Medium Density Residential Zone over the whole site could deliver acceptable outcomes, if associated with an overlay or a 'specific control' to limit development to around 32 lots, or at least limit development on the eastern part. This would be more complex, as a qualifying matter assessment would be required to justify the limitation, particularly in the eastern part of the site if larger lots were designed adjacent to the bypass. If Council considers this is the appropriate approach the submitter would consider it. A split zoning for the site associated with an ODP is a more practical solution which does not require modification of the standard zone provisions.
76. Overall I consider that the proposed zoning and site specific provisions, as shown in the Outline Development Plan, are the most appropriate planning outcome having regard to the intent of the NPS-UD and the efficiency and effectiveness of delivering additional housing in a well located and serviced area of Woodend.

BERNARD GAVIN WARMINGTON

16 August 2024

Appendix A – Updated Parsonage Road Development Area and Outline Development Plan

(includes revised text for the Development Area)

Revised 15/8/2024

PRD – Parsonage Road Development Area

The Parsonage Road Development Area is located between the eastern edge of Woodend township and the intended Woodend Bypass. It provides opportunities for medium and low-density residential activity along with limited, large-lot residential sites.

Features of the Development Area and its context, which inform the development opportunities and constraints, are:

- A large stormwater management reserve to the west, which is a dry basin in normal conditions. This provides an opportunity for uninterrupted outlook to the west.
- Rural residential land uses to the north and south which inform the appropriate development form on those edges being lower density (anticipated as 500 – 600m² lots).
- The Woodend Bypass motorway designation to the immediate east.
- A Heritage NZ – Pouhere Taonga listed dwelling (Mairangi Homestead) which requires protection and an appropriate setting.
- Notable trees TREE01, TREE02 and TREE03.
- A mature oak tree in the east of the area.
- Other mature trees exist on the site.
- The area is immediately north of McIntosh Drain, which drains to a Council managed stormwater reserve.
- The Development Area is largely flat and naturally grades towards the south.

The Outline Development Plan shown at DEV-PRD-APP1 provides for:

- A split zoning with Medium Density Residential Zone to the west and Large Lot Residential Zone to the east. Co-ordinates are provided for the location of the zone boundary.
- A lower density is appropriate adjacent to the future Woodend bypass. Houses should be designed to comply with ~~Building Code District Plan internal~~ noise standards, taking into account anticipated motorway noise and other mitigation provided including earth bunds and noise barriers.
- Widening of Parsonage Rd on its northern boundary to Council roading standards and upgrading of associated road drainage.
- A local road serving the Medium Density Residential Zone and providing access to allotments.
- ~~Several private access roads which will be owned by residents in common as appropriate.~~
- ~~Walking and cycle access through the Medium Density Residential Zone.~~
- Protection of the setting of the Heritage NZ-listed Mairangi Homestead through a minimum 5,000m² lot area.
- Retention of the notable trees identified in the District Plan (TREE01, TREE02 and TREE03) which will be retained and protected within the Mairangi Homestead lot.
- Retention of an additional mature oak tree in the east of the Development Area.
- The mature trees on either side of the existing driveway should be retained within the development where practical, subject to ensuring that an adequate and safe road and road drainage design can be achieved.

- McIntosh Drain provides a route for stormwater discharge from the site after attenuation to pre-development flow rates. A stormwater management design is required for the site which ensures that offsite adverse effects from stormwater do not occur.

Cycling movements between the Woodend Bypass and Parsonage Road are to be considered and provided for within the site. This matter must be considered at subdivision, but is subject to sufficient certainty of the bypass design, whether a public cycleway is included in that project and, if so, ensuring that safe and practical routes are provided to connect to the cycleway.

Walking and cycling connection to Woodend is to be provided along local roads and through internal private lanes and shared paths to be confirmed at the time of subdivision approval.

Infrastructure funding for the Development Area (roads, water supply and wastewater) is to be provided according to Council's normal cost sharing criteria based on demand and benefit.

The expected development density for the Medium Density Residential Zone area (approximately 1.84ha) is:

- 26 to 29 lots
- 14.1 to 15.8 lots/ha
- Average lot area approximately 450m² (excluding stormwater reserve, roads and internal accessways)

The expected development density for the Large Lot Residential Zone area (approximately 1.88ha) is:

- 3 lots
- 1.6 lots / ha
- Average lot area 6,255m²

The provisions in this chapter give effect to the matters in **Part 2 – District Wide Matters - Strategic Directions**.

Activity Rules

DEV-EWD-R1 Parsonage Road Development Area Outline Development Plan	
Activity status: PER Where: 1. Development is in accordance with DEV-PRD-APP1	Activity status when compliance not achieved: DIS
Advisory Note For the avoidance of doubt, where an Activity or Built Form Standard is in conflict with this ODP, the ODP shall substitute the provision.	

Subdivision standard

DEV-EWD-SUB-S1 Limit to residential yield	
1. No more than 32 (in total) residential units are created in the Development Area	Activity status when compliance not achieved: DIS

Built Form Standards

DEV-PRD-BFS1

1. Each dwelling constructed shall either:

- a) include an electrical circuit connection and a parking location suitable for charging an electric vehicle. This may be within a standard garage, if one is provided as part of the dwelling. The charging unit itself does not need to be provided at construction, in recognition that charging systems may vary by vehicle and owner preference.

Or

- b) Include covered parking for at least two bicycles. This may be within a standard garage, if one is provided as part of the dwelling.

Appendix

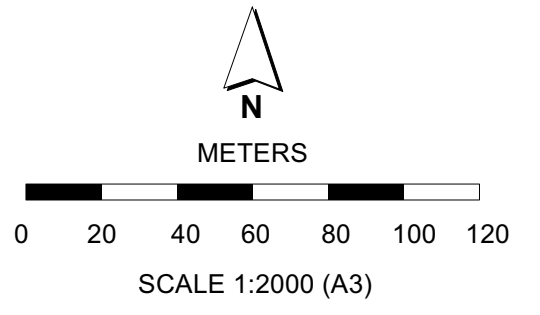
DEV-PRD-APP1 – Parsonage Road ODP



- MEDIUM DENSITY RESIDENTIAL ZONE
- LARGE LOT RESIDENTIAL ZONE
- OUTLINE DEVELOPMENT PLAN AREA
- PROPOSED ROAD DESIGN
- LOCAL ROAD
- INDICATIVE STORMWATER MANAGEMENT AREA
- MCINTOSH DRAIN
- DISTRICT PLAN NOTABLE TREE TO BE RETAINED
- OAK TREE TO BE RETAINED
- RETAIN EXISTING TREES ALONG DRIVEWAY TO EXTENT PRACTICAL

NOTE:

* MINIMUM LOT SIZE OF 5000M2 AROUND THE EXISTING HERITAGE NEW ZEALAND LISTED BUILDING #3076 AT 110 PARSONAGE RD



PARSONAGE ROAD



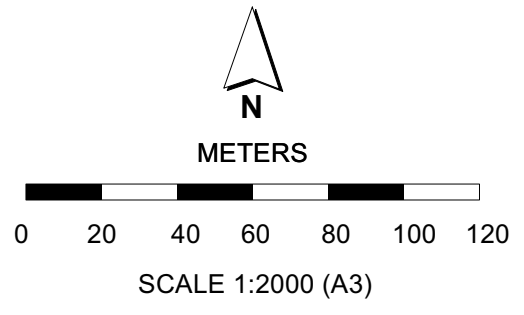
- MEDIUM DENSITY RESIDENTIAL ZONE
- LARGE LOT RESIDENTIAL ZONE
- OUTLINE DEVELOPMENT PLAN AREA
- PROPOSED ROAD DESIGN
- LOCAL ROAD
- INDICATIVE STORMWATER MANAGEMENT AREA
- MCINTOSH DRAIN

NOTE:

* MINIMUM LOT SIZE OF 5000M² AROUND THE EXISTING HERITAGE NEW ZEALAND LISTED BUILDING #3076 AT 110 PARSONAGE RD

AREA (ALL APPROXIMATE):

- MEDIUM DENSITY RESIDENTIAL ZONE - 18391M²
- MEDIUM DENSITY RESIDENTIAL AREA LESS THE PUBLIC ROAD AND THE STORMWATER AREA - 13693M²
- LARGE LOT RESIDENTIAL ZONE - 18764M²



PARSONAGE ROAD
 DEVELOPMENT AREA OUTLINE
 DEVELOPMENT PLAN
 - SUPPORTING INFORMATION
 - CO-ORDINATES FOR ZONE
 TRANSITION AND ZONE AREAS

Appendix B - Acoustics Memo – Mr Jeremy Trevathan of Acoustic Engineering Services

File Ref: AC24260 – 02 – R1

16 August 2024

Rainer and Ursula Hack
C/ – Bernie Warmington
Align
Level 2
29 Waterloo Road
LOWER HUTT 5010

Email: bwarmington@align.net.nz

Dear Bernie,

**Re: 110 Parsonage Road
NZTA Designation Woodend Bypass – Traffic noise and vibration assessment**

Acoustic Engineering Services (AES) has been engaged to provide acoustic advice relating to the parcel of land at 110 Parsonage Road, Woodend, in support of a submission to the Proposed Waimakariri District Plan (Submission Number 201). The submission seeks to rezone the site from Rural Lifestyle Zone (RLZ) as currently proposed in the Proposed Waimakariri District Plan, to a mixture of Large Lot Residential Zone (LLRZ) and Medium Density Residential Zone (MRZ). Since the NZTA Designation for Woodend Corridor is located to the east of the site, the associated traffic noise and vibration effects that may be experienced for future residential development on the site should be considered.

Our review is based on our correspondence to date and the following documentation:

- Indicative site masterplan prepared by Align Limited, received via email on the 9th of August 2024.
- Acoustic assessment report titled *Woodend Bypass*, as prepared by Marshall Day Acoustics (MDA) and dated the 21st of October 2013.
- Statement of Evidence of Bernard Gavin Warmington for Rainer Hack and Ursula Hack, under the Resource Management Act 1991 in the matter of the Proposed Waimakariri District Plan (Submission Number 201), dated the 7th of July 2024.
- Notice of Requirement Documentation for *SH1: Woodend Corridor Investigation*, as prepared by NZTA and dated November 2013.

Please find our analysis below.

1.0 SITE

The subject site is located at 110 Parsonage Road, Woodend, with legal description Lot 1 DP 3598. The submission requests the site be split into three development areas, A – Low Density / Rural Fringe Lots, B – Low Density Lots, and C – Townhouses. We understand that any development in areas A and B will likely be single storey, with double-storey development likely in development area C. There is an existing dwelling in the north-east corner of the site, which we understand will be retained.

Based on the MDA noise assessment and NZTA Woodend Corridor Notice of Requirement Documentation, at the time of writing of those documents, NZTA considered the Best Practicable Option with regard to managing road traffic noise for the existing dwelling at 110 Parsonage Road to be use of a low noise road surface, and the installation of 2-metre-high acoustic fencing on the Designation boundary.

The site masterplan is shown in figure 1.1 below.

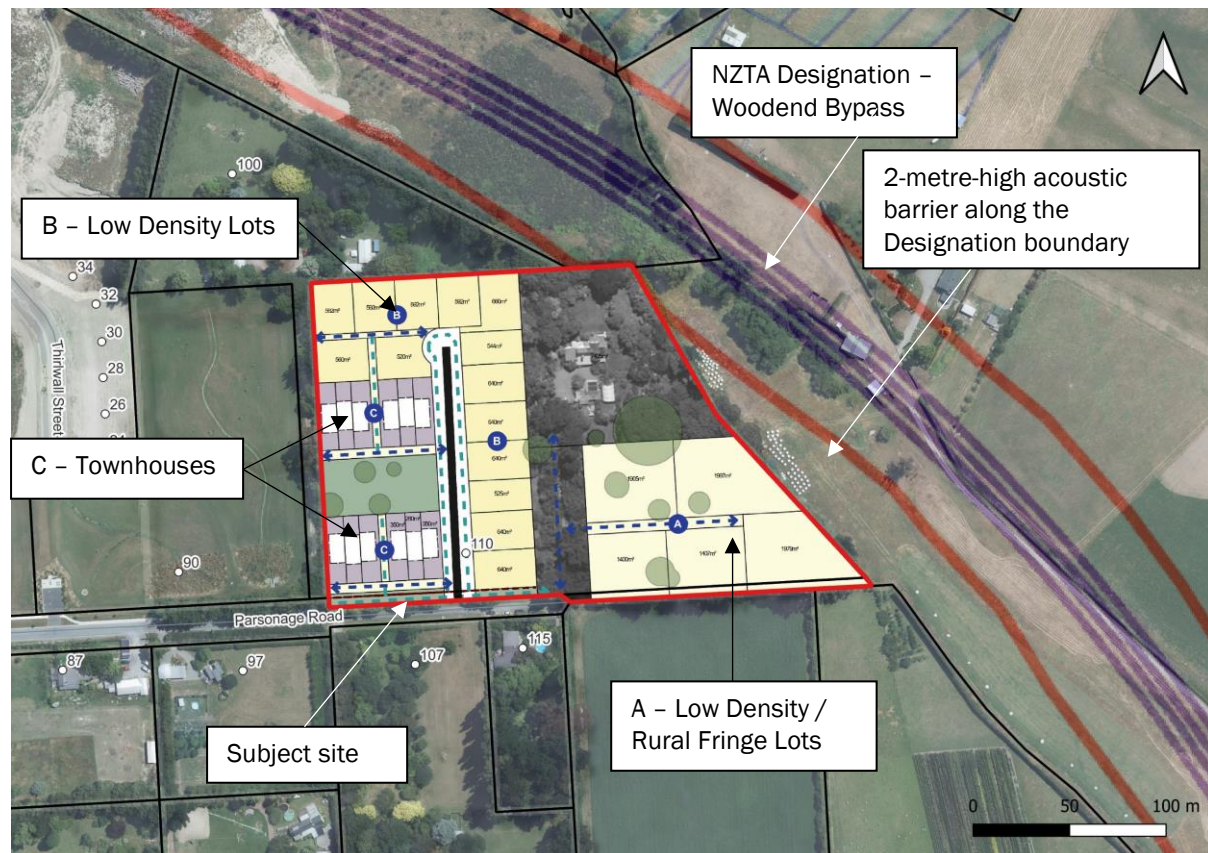


Figure 1.1 – Site masterplan

2.0 GUIDANCE AS TO APPROPRIATE NOISE AND VIBRATION LEVELS

We have considered the following three key issues with regard to the Woodend Bypass:

- Road traffic noise received within internal habitable spaces of dwellings.
- Road traffic noise received within the outdoor living areas associated with dwellings.
- Road traffic vibration levels received at dwellings.

An appropriate approach for each of these three issues is discussed below.

2.1 Internal noise levels

The Proposed Waimakariri District Plan contains noise provision NOISE-R16 for the protection of residential amenity against road corridor noise, the relevant traffic noise provisions reproduced below.

NOISE-R16 Residential units and minor residential units within 80m of an arterial road, strategic road or rail designation

Activity status: PER

Where:

any new residential unit or minor residential unit shall be designed and constructed to achieve a minimum external and internal noise reduction of 30 dB $D_{tr,2m,nT,w} + C_{tr}$ to any habitable room; or

be designed and constructed to meet the following maximum indoor design sound levels:

road traffic noise within any habitable room – 40 dB $L_{Aeq(24hr)}$;

the design for road traffic noise shall take into account future permitted use of the road, either by the addition of 2 dB to predicted sound levels or based on forecast traffic in 20 years' time;

the indoor design sound level shall be achieved at the same time as the ventilation requirements of the New Zealand Building Code. If windows are required to be closed to achieve the indoor design sound levels then an alternative means of ventilation shall be required within bedrooms;

the external to internal noise reduction shall be assessed in accordance with ISO 16283-3:2016 Acoustics – Field measurement of sound insulation in buildings and of building elements – Part 3: Façade sound insulation and ISO 717-1:2020 Acoustics – Rating of sound insulation in buildings and of building elements – Part 1: Airborne sound insulation.

A Joint Witness Statement (JWS) from a panel of acoustic experts¹ has been provided, where the general consensus is that this type of approach is appropriate to protect residential amenity. We agree that the noise provisions above are an appropriate method to ensure that internal noise levels within future dwellings are acceptable. We note that the mitigation measures outlined in the noise provision appear to be suitable for environments that receive a higher level of traffic noise than is expected in this case.

2.2 Outdoor area noise levels

There are no specific controls for noise levels in outdoor living areas in the Proposed Waimakariri District Plan, and there is also no discussion of this issue in the associated JWS document. Other relevant guidance includes the following:

- The NZTA Guidance document states that the 'effects area' (where sound insulation rules apply) is between 57 and 64 dB $L_{Aeq(24h)}$. No additional controls are recommended outside the effects area and therefore it is implied that, where noise levels are below 57 dB $L_{Aeq(24h)}$, the noise levels would be appropriate for residential use without further consideration.
- NZS6806:2010 Acoustics – Road-traffic noise – New and altered roads recommends an external noise criterion of 57 dB $L_{Aeq(24h)}$ for residential buildings.

Overall, where noise levels in outdoor areas are less than or equal to 57 dB $L_{Aeq(24h)}$, we would expect adverse noise effects to be minimal. We note that many existing dwellings throughout the District adjoining busy roads, and any new dwellings which could be constructed 'as of right' on other sites adjoining the NZTA Designation of various zonings, already experience noise levels higher than 57 dB $L_{Aeq(24h)}$. This is not uncommon for residential development in close proximity to roads. Therefore, even if predicted noise levels are slightly higher than 57 dB $L_{Aeq(24h)}$, we would not typically expect outdoor area noise levels to be a determinative factor in a decision about whether a site was suitable for residential development.

¹ Camp, S., Chiles, S., Styles, J. 'Joint Witness Statement – NOISE-R16' In the matter of the Proposed Waimakariri District Plan. 24 October 2023.

2.3 Road traffic vibration

The NZTA Guidance document states that the new buildings in or partly in the State Highway buffer area must be designed, constructed and maintained to achieve road-traffic vibration levels complying with class C of NZ 8176E:2005 *Vibration and shock - Measurement of vibration in buildings from land-based transport and guidance to evaluation of effects on human beings*. NS 8176.E:2005 recommends that vibration levels in new residential buildings comply with Class C classification of 0.3 mm/s $v_{w,95}$, outlined in NS 8176. If this is met, then it is expected that potential reverse sensitivity effects associated with road traffic vibration will be adequately mitigated.

3.0 PREDICTED NOISE AND VIBRATION LEVELS

We have modelled the road traffic noise levels which may be generated by the NZTA Designation based on the following assumptions:

- The NZTA Designation being expected to carry around 80 percent of the vehicles that currently pass through Woodend each day on Main North Road (State Highway 1)². A 3 % per year increase has been applied to the most recently available (Annual Average Daily Traffic) AADT information for Main North Road (State Highway 1) until 2024. The final AADT used in the modelling is 15,813.
- That all heavy vehicles which currently pass through Woodend on State Highway 1 will be rerouted to the NZTA Designation, which we expect to be a conservative estimate. The final heavy vehicle traffic flow percentage used in the modelling is 15.8%.
- A +3 dB increase has been applied to predicted traffic noise levels to allow for future increases in traffic. In the absence of any changes in vehicle fleet emissions or road surface improvements over time, this would equate to a doubling in vehicle movements.
- A dual carriageway with two lanes on each side, and with a speed limit of 100 km/hr.
- The use of a low noise road surface such as Open Grade Porous Asphalt or Asphalt Concrete.
- We have assumed that the highway would travel along the centre of the NZTA Designation at current ground level, and have not attempted to include any possible cut or fill details.

Overall, we expect our modelling assumptions to be conservative based on the available information. An indication of this conservatism is that our predicted levels are 2.0 – 2.5 dB higher than those predicted by MDA, when the NZTA Designation was established in 2013. However, as the road is yet to be designed, any predicted noise levels ultimately remain indicative only.

Our modelling predicts external noise levels across the site at ground level in the order of 53 – 60 dB $L_{Aeq(24h)}$ – with the highest levels being experienced in the vicinity of the existing dwelling. The highest noise levels received at the eastern-most corners of the A and B development zones is 59 dB $L_{Aeq(24h)}$. The predicted noise levels across the site at ground level are provided in figure 3.1 below.

² NZ Transport Agency, “Woodend Corridor designation to be notified”. Media release. 23 Jan 2014. <https://www.nzta.govt.nz/media-releases/woodend-corridor-designation-to-be-notified/>

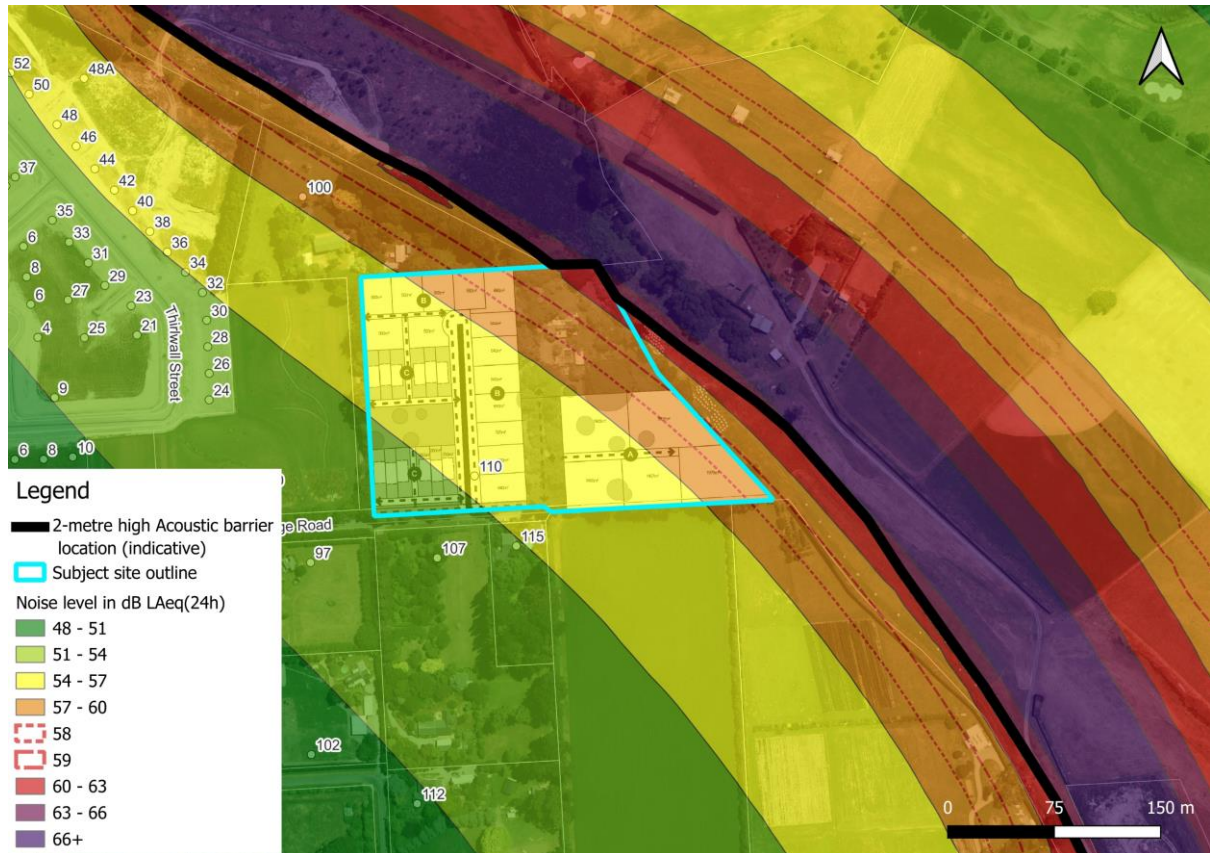


Figure 3.1 – Expected noise levels at ground level

3.1 Internal noise levels

Based on these predicted external noise levels at ground level, in order for future dwellings on the site to achieve an internal noise level of 40 dB $L_{Aeq(24h)}$ as per the Proposed Waimakariri District Plan Rule, the building envelope constructions will need to provide a separation of up to 20 dB. We expect that typical building constructions will readily achieve this level of noise reduction.

As discussed above we understand that any residential development in the low-density A and B development areas will likely be single storey. If there is multistorey development in area C (i.e., townhouses) our modelling indicates that a noise level of up to 58 dB $L_{Aeq(24h)}$ may be received at first floor level, with the majority of the area receiving 57 dB $L_{Aeq(24h)}$ or less (as in this case the acoustic barrier will provide slightly less noise shielding for higher floor levels). However, consistent with our above analysis we would expect typical building constructions to readily achieve the Proposed Waimakariri District Plan Rule internal noise level requirement.

3.2 Outdoor area noise levels

The above modelling suggests that noise levels will be 57 dB $L_{Aeq(24h)}$ or less over the majority of the site, although some sites at the eastern end of the development may receive levels of 58 – 59 dB $L_{Aeq(24h)}$. We note that a 1 – 2 dB increase in noise level is subjectively imperceptible. For multistorey residential development in area C, an external noise level of up to 58 dB $L_{Aeq(24h)}$ may be received at first floor level.

Overall, these noise levels are of an order that would typically be considered acceptable for residential outdoor areas (or first floor balconies) in the vicinity of roads, with no further mitigation. Noise levels of this order are not unusual in close proximity to roading networks, including for existing dwellings in the Waimakariri District, and developers are not able to influence ‘at-source’ noise levels or mitigation. The

alternative would be loss of utility of the site, and as discussed above we would not consider external noise levels of this order to be a determinative factor in this kind of decision.

We also note that as above the original MDA modelling for the Designation predicted noise levels 2.0 – 2.5 dB lower than our more up to date conservative analysis. MDA originally designed mitigation to protect the existing dwelling at 110 Parsonage Road based on their lower noise predictions. If the final design for the roadway within the Designation does confirm the slightly higher levels we have predicted, then presumably NZTA will adjust the 'at source' mitigation, to maintain the same level of protection for the existing dwelling at 110 Parsonage Road (i.e., increase the height of the 2.0 metre acoustic barrier). As can be seen from the shape of the noise contours over the site in figure 3.1., this would reduce the noise levels over the entire site by 2.0 to 2.5 dB.

3.3 Vibration

Based on previous AES road traffic vibration measurements, and the data published within the NZTA Guidance document, road traffic vibration levels in the order of 0.3 mm/s $v_{w,95}$ can typically readily be achieved if dwellings are setback at least 15 – 20 metres from the road surface, unless there is an obvious defect in the design or maintenance of the roadway.

Given the width of the NZTA Designation, the portion of the subject site to be used for building, the lot sizes associated Large Lot Residential, and the likely site access configurations which would arise from the roading layout shown in the ODP, we consider it unlikely that vibration will be an issue in this case.

4.0 CONCLUSION

Due to the proximity of the NZTA Designation to the subject site at 110 Parsonage Road, the future noise and vibration effects on this site are of relevance, in particular the internal noise levels, external noise levels in outdoor areas, and vibration levels.

While the design of the proposed State Highway is yet to be developed, based on the available information we have completed computational modelling to determine the possible noise levels over the site. This modelling includes a two-metre high acoustic barrier alongside the NZTA Designation as described in the MDA noise assessment and NZTA Notice of Requirement Document.

Based on the expected noise levels with the proposed mitigation, we expect that the potential internal noise levels within habitable spaces of future dwellings on the site will be able to be appropriately controlled with the existing provisions (NOISE-R16) within the Proposed Waimakariri District Plan.

While no protection is currently provided within the Proposed Waimakariri District Plan for residential outdoor areas, we expect that external noise levels would be in a similar order to what is considered acceptable in the NZTA Guidance, and NZS6806, and below what is routinely experienced in other areas within the Waimakariri District, and we would not expect these levels to be a determinative factor in whether the site was suitable for residential development.

Provided that the roadway within the NZTA Designation is designed and maintained in line with good practice, we also expect that the vibration levels when received at any potential future residential dwelling would be low.

Please do not hesitate to contact us further as required.

Kind Regards,

A handwritten signature in black ink, appearing to read 'J. Trevathan', with a stylized flourish at the end.

Dr Jeremy Trevathan
Ph.D. B.E.(Hons.) Assoc. NZPI®
Principal Acoustic Engineer
Acoustic Engineering Services Ltd

Appendix C – Policy assessment tables



Hearing Stream 12E – Policy Assessments

National Policy Statement On Urban Development (2020) NPS-UD

Note: The NPS-UD does not demonstrate a direct correspondence between the Objectives and the individual Policies. For the purposes of assessment I have associated policies with objectives in the table below but these may not be the only relevant associations. Some objectives are wide-ranging and there may be other linkages intended by the drafters of the NPS but not shown here.

Some passages have been highlighted in **blue text** for emphasis, these are discussed further in the Assessment column and the Planning Evidence.

Objective or Policy	Assessment
<p>Objective 1: New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.</p>	<p>See assessment under Policy 1 and 2</p>
<p>Objective 2: Planning decisions improve housing affordability by supporting competitive land and development markets.</p>	<p>See assessment under Policy 1 and 2</p>
<p>Policy 1: Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum:</p> <p>(a) have or enable a variety of homes that:</p> <p>(i) meet the needs, in terms of type, price, and location, of different households; and</p> <p>(ii) enable Māori to express their cultural traditions and norms; and</p> <p>(b) have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and</p>	<p>The proposal would contribute to the well-functioning of the Greater Christchurch urban environment for a number of reasons.</p> <p>The subject site at 110 Parsonage Rd is immediately adjacent to the developed area of East Woodend and is served by Parsonage Rd and its existing or readily extended services including:</p> <ul style="list-style-type: none"> • Foot, cycle and scooter access to Woodend; • Water supply and wastewater connections; • Electricity and internet connections. <p>Woodend provides everyday retail, community services and open spaces, although limited employment. Kaiapoi and Rangiora provide jobs, a wider range of retail,</p>

<p>(c) have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and</p> <p>(d) support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and</p> <p>(e) support reductions in greenhouse gas emissions; and</p> <p>(f) are resilient to the likely current and future effects of climate change.</p>	<p>community services and open spaces. Natural spaces also exist in the nearby areas.</p> <p>The development of the site is intended to provide a range of home types including terraced, standard residential and large lots.</p> <p>Development of the site would support the competitive operation of land and development markets by providing well-located additional supply.</p> <p>The proximity to Woodend will ensure greenhouse gas emissions from vehicle transport are moderated, although it is not possible to control commuting travel from the proposed dwellings. Some may commute further, as would be the case with any development outside Christchurch City, other than Rangiora to an extent. The trend of home working has and is expected to moderate the extent of daily commuting.</p> <p>The transition of the national vehicle fleet away from fossil fuel use is beyond the control of individuals and largely beyond Councils, however the ODP requires houses on the site to include EV charging circuits. This would remove a barrier to EV purchase and use because efficient charging requires a dedicated, high-current circuit from the house switchboard, which is not provided in standard house and garage designs.</p> <p>The site is not subject to significant flooding and will be resilient to future climate change effects with suitable mitigation in terms of stormwater detention and minimum floor levels.</p>
<p>Policy 2: Tier 1, 2, and 3 local authorities, at all times, provide at least sufficient development capacity to meet expected demand for housing and for business land over the short term, medium term, and long term.</p>	<p>This is primarily a requirement for local authorities. The s42A officer report for Stream 12E indicates that there may be a shortfall in Woodend and recommends urban zoning of some areas of Woodend to a total of approx. 600 – 800 lots. The current site if rezoned would add about 31 lots to the capacity, depending on the final design.</p>

<p>Objective 3: Regional policy statements and district plans enable more people to live in, and more businesses and community services to be located in, areas of an urban environment in which one or more of the following apply:</p> <ul style="list-style-type: none"> (a) the area is in or near a centre zone or other area with many employment opportunities (b) the area is well-serviced by existing or planned public transport (c) there is high demand for housing or for business land in the area, relative to other areas within the urban environment. 	<p>The area is approx. 800m from a local centre zone, which is within 5-10 minute (400-800m) walking distance.</p> <p>The area is also approx. 800m from existing public transport.</p> <p>See assessment under Policies 3 to 7.</p>
<p>Policy 3: In relation to tier 1 urban environments, regional policy statements and district plans enable:</p> <ul style="list-style-type: none"> (a) in city centre zones, building heights and density of urban form to realise as much development capacity as possible, to maximise benefits of intensification; and (b) in metropolitan centre zones, building heights and density of urban form to reflect demand for housing and business use in those locations, and in all cases building heights of at least 6 storeys; and (c) building heights of least 6 storeys within at least a walkable catchment of the following: <ul style="list-style-type: none"> (i) existing and planned rapid transit stops (ii) the edge of city centre zones (iii) the edge of metropolitan centre zones; and (d) in all other locations in the tier 1 urban environment, building heights and density of urban form commensurate with the greater of: <ul style="list-style-type: none"> (i) the level of accessibility by existing or planned active or public transport to a range of commercial activities and community services; or 	<p>The site is not currently served by existing public transport routes. These are approximately 800m away. Please refer to the transportation evidence of Mr Carr.</p> <p>MRZ height of up to 12m from ground level would be enabled by the Proposed District Plan Rule MRZ-BFS4. The subject site would be covered under Policy 3(d) where a typical development form is likely to be 1-2 storeys as in nearby areas, given the less central location and buyer preferences. This would not amount to a qualifying matter for the MRZ zone, as a limitation to height is not sought and the final development form can be addressed through a development feasibility assessment prior to final design and consenting.</p> <p>Owners are not required to achieve the maximum permissible development on their site, other than meeting the minimum density requirements of PDP Policy SUB-P6.</p>

<p>(ii) relative demand for housing and business use in that location.</p>	
<p>Policy 4: Regional policy statements and district plans applying to tier 1 urban environments modify the relevant building height or density requirements under Policy 3 only to the extent necessary (as specified in subpart 6) to accommodate a qualifying matter in that area.</p>	<p>As noted above, a qualifying matter is not sought for the proposed MRZ area.</p> <p>A previous draft of the Development Area (DA) and ODP included a 32 lot limit. I request that this is removed, as shown on the tracked changes version of the DA and ODP attached to this evidence. There is no need for an explicit limit, the appropriate yield can be determined at subdivision and land use consent stage based on infrastructure capacity and any other relevant matters.</p>
<p>Policy 5: Regional policy statements and district plans applying to tier 2 and 3 urban environments enable heights and density of urban form commensurate with the greater of:</p> <p>(a) the level of accessibility by existing or planned active or public transport to a range of commercial activities and community services; or</p> <p>(b) relative demand for housing and business use in that location.</p>	<p>This does not apply to Tier 1 urban areas.</p>
<p>Policy 6: When making planning decisions that affect urban environments, decision-makers have particular regard to the following matters:</p> <p>(a) the planned urban built form anticipated by those RMA planning documents that have given effect to this National Policy Statement</p> <p>(b) that the planned urban built form in those RMA planning documents may involve significant changes to an area, and those changes:</p> <p>(i) may detract from amenity values appreciated by some people but improve amenity values appreciated by other people,</p>	<p>The proposal does not implement the planned built form in the PDP and RPS, as it seeks to alter that built form by way of submission.</p> <p>Please refer to the assessment against the RPS and District Plan policies for discussion of why the change from the planned built form is considered appropriate.</p> <p>The proposal will form part of a well-functioning urban environment, as it would provide housing in an area close to schools and other services.</p> <p>The proposal will provide additional development capacity of approx. 31 new residential units.</p>

<p>communities, and future generations, including by providing increased and varied housing densities and types; and</p> <p>(ii) are not, of themselves, an adverse effect</p> <p>(c) the benefits of urban development that are consistent with well-functioning urban environments (as described in Policy 1)</p> <p>(d) any relevant contribution that will be made to meeting the requirements of this National Policy Statement to provide or realise development capacity</p> <p>(e) the likely current and future effects of climate change.</p>	<p>The proposal will not be vulnerable to the effects of climate change. Mr Hopkins' evidence has shown that the site can be developed to be safe from flood risk and stormwater can be managed sustainably.</p>
<p>Policy 7: Tier 1 and 2 local authorities set housing bottom lines for the short-medium term and the long term in their regional policy statements and district plans.</p>	<p>This is a requirement for Local Authorities.</p> <p>Please refer to the assessment against RPS and District Plan policies</p>
<p>Objective 4: New Zealand's urban environments, including their amenity values, develop and change over time in response to the diverse and changing needs of people, communities, and future generations.</p>	<p>See assessment under Policy 8</p>
<p>Objective 6: Local authority decisions on urban development that affect urban environments are:</p> <p>(a) integrated with infrastructure planning and funding decisions; and</p> <p>(b) strategic over the medium term and long term; and</p> <p>(b) responsive, particularly in relation to proposals that would supply significant development capacity.</p>	<p>See assessment under Policy 8</p>
<p>Policy 8: Local authority decisions affecting urban environments are responsive to plan changes that would add significantly to development capacity and contribute to well-functioning urban environments, even if the development capacity is:</p> <p>(a) unanticipated by RMA planning documents; or</p> <p>(b) out-of-sequence with planned land release.</p>	<p>Policy 8 is one means of implementing Objectives 4 and 6. I consider that there are other appropriate methods, as Policy 8 is limited to plan changes (which I interpret to include District Plan review processes). Objective 4 is very general in scope and can be achieved through a number of policies.</p>

	<p>The proposed rezoning of 110 Parsonage Rd shown in the ODP would add approx. 31 new residential units. In my opinion this is a 'significant' addition to capacity in the context of Woodend, although at the lower end of that scale. I certainly would not say it is 'insignificant' if I was required to choose between those two descriptors.</p> <p>'Significant' is not defined in the RPS or the PDP, which would have been possible for the respective plan-makers to do if a numeric value was intended. NPS-UD Part 3, Subpart 2, section 3.8(3) requires <i>"Every regional council must include criteria in its regional policy statement for determining what plan changes will be treated, for the purpose of implementing Policy 8, as adding significantly to development capacity."</i> In my understanding, this has not been defined.</p> <p>The proposal will certainly contribute to well-functioning urban environments, as this edge of Woodend is functionally an urban environment (rather than rural), even though it has a spacious feel. The location has easy access to Woodend and nearby urban areas and employment opportunities. Infrastructure in Parsonage Rd can easily be extended as described in the civil services evidence of Mr Hopkins. Community services including schools and health providers are readily available.</p> <p>The rezoning is not anticipated by the Proposed District Plan or the Canterbury RPS. It is also out of sequence with the proposed land release in those documents for the same reason, i.e. it is not an FDA in Map A of the RPS. The current submission is that it is nevertheless an appropriate use of the land as it would deliver additional housing with very limited or readily mitigated adverse effects, as presented in the Planning Evidence.</p>
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	I do not believe that Policy 8 precludes the Council from being responsive to proposals more broadly, although I consider that the case for being responsive is stronger where a plan change would add significantly to development capacity.
Objective 5: Planning decisions relating to urban environments, and FDSs, take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).	See assessment under Policy 9
Policy 9: Local authorities, in taking account of the principles of the Treaty of Waitangi (Te Tiriti o Waitangi) in relation to urban environments, must: (a) involve hapū and iwi in the preparation of RMA planning documents and any FDSs by undertaking effective consultation that is early, meaningful and, as far as practicable, in accordance with tikanga Māori; and (b) when preparing RMA planning documents and FDSs, take into account the values and aspirations of hapū and iwi for urban development; and (c) provide opportunities in appropriate circumstances for Māori involvement in decision-making on resource consents, designations, heritage orders, and water conservation orders, including in relation to sites of significance to Māori and issues of cultural significance; and (d) operate in a way that is consistent with iwi participation legislation	This is a requirement for Local Authorities. Effects on values of Ngāi Tahu have been the subject of initial consultation with Te Ngāi Tūāhuriri Rūnanga and their response indicates that these matters can be managed sensitively through a future resource consent process. Please refer to the Cultural Advice Report provided as an attachment to our Hearing 12C evidence.
Objective 7: Local authorities have robust and frequently updated information about their urban environments and use it to inform planning decisions.	See assessment under Policy 10
Policy 10: Tier 1, 2, and 3 local authorities: (a) that share jurisdiction over urban environments work together when implementing this National Policy Statement; and	This is a requirement for Local Authorities.

<p>(b) engage with providers of development infrastructure and additional infrastructure to achieve integrated land use and infrastructure planning; and</p> <p>(c) engage with the development sector to identify significant opportunities for urban development.</p>	
<p>Objective 8: New Zealand’s urban environments:</p> <p>(a) support reductions in greenhouse gas emissions; and</p> <p>(b) are resilient to the current and future effects of climate change.</p>	<p>See assessment under Policy 11</p>
<p>Policy 11: In relation to car parking:</p> <p>(a) the district plans of tier 1, 2, and 3 territorial authorities do not set minimum car parking rate requirements, other than for accessible car parks; and</p> <p>(b) tier 1, 2, and 3 local authorities are strongly encouraged to manage effects associated with the supply and demand of car parking through comprehensive parking management plans.</p>	<p>The proximity to Woodend will ensure greenhouse gas emissions from vehicle transport are moderated, although it is not possible to control commuting travel from the proposed dwellings. Some may commute further, as would be the case with any development outside Christchurch City, other than Rangiora to an extent. The trend of home working has and is expected to moderate the extent of daily commuting.</p> <p>The transition of the national vehicle fleet away from fossil fuel use is beyond the control of individuals and largely beyond Councils, however the ODP requires houses on the site to include EV charging circuits. This would remove a barrier to EV purchase and use because efficient charging requires a dedicated, high-current circuit from the house switchboard, which is not provided in standard house and garage designs.</p>

Overall I assess that the proposal will give effect to the NPS-UD as follows:

- to a high extent to Objective 1 and 2 and Policy 1 and 2
- to a moderate extent to Objective 3 and Policy 3 to 7
- to a high extent to Objective 4 and 6 and Policy 8
- to a high extent to Objective 5 and Policy 9
- Objective 7 and Policy 10 are not relevant in this instance
- to a moderate extent to Objective 8 and Policy 11

National Policy Statement for Highly Productive Land

I consider that the NPS-HPL is not a relevant matter, as the site is proposed as Rural Lifestyle Zone in the Proposed District Plan.

Canterbury Regional Policy Statement (RPS) 2013

Objective or Policy	Assessment (Comments on key objective and policy provisions. Parts of limited to no relevance are not commented on.)
Chapter 5 – Land Use and Infrastructure	
Objective 5.2.1 Location, Design and Function of Development (Entire Region)	<p>(1) achieve consolidated, well designed and sustainable growth in and around existing urban areas, The proposal would achieve this, the urban area being Woodend</p> <p>(2) enable people and communities, including future generations, to provide for their social, economic and cultural well-being and health and safety; and which:</p> <p>b. provides sufficient housing choice to meet the region’s housing needs;</p> <p>f. is compatible with, and will result in the continued safe, efficient and effective use of regionally significant infrastructure;</p> <p>The proposal is compatible with Woodend bypass – refer to planning evidence and the noise memo by AES.</p> <p>g. avoids adverse effects on significant natural and physical resources including regionally significant infrastructure, and where avoidance is impracticable, remedies or mitigates those effects on those resources and infrastructure;</p> <p>Adverse effects of the proposal are limited or readily mitigated – refer to the provided planning evidence, services evidence and traffic evidence statements.</p> <p>The ODP provides for lower density adjacent to the Woodend Bypass designation. Noise mitigation is already required for the Woodend Bypass project through designation conditions.</p> <p>Please refer to the Planning Evidence and the AES Acoustic memo attached to the Planning Evidence.</p> <p>i. avoids conflicts between incompatible activities</p>

	There are very limited rural production activities in close proximity.
Objective 5.2.2 Integration of land-use and regionally significant infrastructure (Wider Region)	The effects of the Woodend bypass on the present site dwelling and the possibility of reverse sensitivity due to noise are already taken into account by mitigation required for the designation design in the form of noise walls and pavement treatment. Further mitigation can be readily provided during site design. Please refer to the noise memo by AES.
Policy 5.3.1 Regional growth (Wider Region)	<p>1. ensure that any</p> <p>a. urban growth; and</p> <p>b. limited rural residential development occur in a form that concentrates, or is attached to, existing urban areas and promotes a coordinated pattern of development;</p> <p>2. encourage within urban areas, housing choice, recreation and community facilities, and business opportunities of a character and form that supports urban consolidation;</p> <p>3. promote energy efficiency in urban forms, transport patterns, site location and subdivision layout;</p> <p>The proposal would achieve this, being adjacent to the existing urban area of Woodend.</p>
Policy 5.3.2 Development conditions (Wider Region)	The proposal complies.
Policy 5.3.3 Management of development (Wider Region)	The proposal can comply at final (urban) design and resource consent stage.
Policy 5.3.4 Papakāinga housing and marae (Entire Region)	Not applicable.
Policy 5.3.5 Servicing development for potable water, and sewage and stormwater disposal (Wider Region)	The proposal complies, with water and wastewater serviced to the property boundary with minor upgrading required. Stormwater can be managed sustainably. Refer to Mr Hopkins' evidence.
Policy 5.3.6 Sewerage, stormwater and potable water infrastructure (Wider Region)	The proposal complies.

Policy 5.3.7 Strategic land transport network and arterial roads (Entire Region)	The proposal complies. Refer to comments elsewhere on Woodend bypass noise compliance.
Policy 5.3.8 Land use and transport integration (Wider Region)	The proposal complies.
Policy 5.3.9 Regionally significant infrastructure (Wider Region)	The proposal complies. Refer to comments elsewhere on Woodend bypass noise compliance.
Policies 5.3.10 to 5.3.13	These have limited or no applicability to the proposal.
Chapter 6 – Recovery and rebuilding of Greater Christchurch	
Objective 6.2.1 Recovery framework	<p><i>Recovery, rebuilding and development are enabled within Greater Christchurch through a land use and infrastructure framework that:</i></p> <p>1. identifies priority areas for urban development within Greater Christchurch; This applies to the Councils in plan making</p> <p>3. avoids urban development outside of existing urban areas or greenfield priority areas for development, unless expressly provided for in the CRPS; Does not comply, to the extent that the location is not shown on Map A.</p> <p>7. maintains the character and amenity of rural areas and settlements; The edge of Woodend is no longer a rural area. The settlement's character and amenity will be maintained.</p> <p>8. protects people from unacceptable risk from natural hazards and the effects of sea-level rise; Complies – not at risk of flooding.</p> <p>9. integrates strategic and other infrastructure and services with land use development; Complies – servicing and transport are available with minor extensions.</p> <p>10. achieves development that does not adversely affect the efficient operation, use, development, appropriate upgrade, and future planning of strategic infrastructure and freight hubs; Complies – see comments elsewhere re Woodend bypass.</p> <p>11. optimises use of existing infrastructure; Complies – servicing and transport is available with minor extensions.</p>

<p>Objective 6.2.2 Urban form and settlement pattern</p>	<p><i>The urban form and settlement pattern in Greater Christchurch is managed to provide sufficient land for rebuilding and recovery needs and set a foundation for future growth, with an urban form that achieves consolidation and intensification of urban areas, and avoids unplanned expansion of urban areas, by:</i></p> <p><i>1. aiming to achieve the following targets for intensification...</i> These are region wide targets rather than site specific.</p> <p><i>2. providing higher density living environments including mixed use developments and a greater range of housing types, particularly in and around the Central City, in and around Key Activity Centres, and larger neighbourhood centres, and in greenfield priority areas, Future Development Areas and brownfield sites;</i> The proposal enables a mix of medium density and single house development, by providing a centralised stormwater basin and green space.</p> <p><i>4. providing for the development of greenfield priority areas, and of land within Future Development Areas where the circumstances set out in Policy 6.3.12 are met, on the periphery of Christchurch’s urban area, and surrounding towns at a rate and in locations that meet anticipated demand and enables the efficient provision and use of network infrastructure;</i> The proposal is for a new Development Area that can meet the provisions of Policy 6.3.12.</p> <p><i>5. encouraging sustainable and self-sufficient growth of the towns of Rangiora, Kaiapoi, Woodend, Lincoln, Rolleston and Prebbleton and consolidation of the existing settlement of West Melton;</i> The proposal represents a sustainable extension to Woodend, being a logical ‘infill’ area between the existing urban boundary and the planned Woodend Bypass. This will contribute towards Woodend’s self-sufficiency as it will provide users and customers for local schools, retail and services.</p>
<p>Objective 6.2.3 Sustainability</p>	<p>The proposal can comply at the final design and resource consent stage.</p>
<p>Objective 6.2.4 Integration of transport infrastructure and land use</p>	<p>The proposal complies, please refer to the traffic evidence of Mr Carr.</p>
<p>Objective 6.2.5 and 6.2.6</p>	<p>Not applicable</p>
<p>Policy 6.3.1 Development within the Greater Christchurch area</p>	<p><i>In relation to recovery and rebuilding for Greater Christchurch:</i></p>

	<p>1. give effect to the urban form identified in Map A, which identifies the location and extent of urban development that will support recovery, rebuilding and planning for future growth and infrastructure delivery; Not achieved, please refer to Planning Evidence for justification, including interpretation of NPS-UD requirements.</p> <p>3. enable development of existing urban areas and greenfield priority areas, including intensification in appropriate locations, where it supports the recovery of Greater Christchurch; I consider that this site is part of the Woodend existing urban area, being on the boundary of consented and built development and about to be demarcated as part of Woodend by the Woodend Bypass construction to the east.</p> <p>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; Not achieved, please refer to Planning Evidence for justification, including interpretation of NPS-UD requirements.</p> <p>8. avoid development that adversely affects the function and viability of, or public investment in, the Central City and Key Activity Centres. The proposal would support the existing Woodend town centre approx. 800m away and the future North Woodend KAC.</p>
<p>Policy 6.3.2 Development form and urban design</p>	<p>The proposal can comply at final design and resource consent stage. The ODP commits to EV charging provision and the submitter and owner intends to develop the site sustainably.</p>
<p>Policy 6.3.3 Development in accordance with outline development plans</p>	<p>Development in greenfield priority areas or Future Development Areas and rural residential development is to occur in accordance with the provisions set out in an outline development plan or other rules for the area. Subdivision must not proceed ahead of the incorporation of an outline development plan in a district plan. Outline development plans and associated rules will:</p> <p>1. Be prepared as:</p> <p>a. a single plan for the whole of the priority area or Future Development Area; or</p>

	<p>b. where an integrated plan adopted by the territorial authority exists for the whole of the priority area or Future Development Area and the outline development plan is consistent with the integrated plan, part of that integrated plan; or</p> <p>c. a single plan for the whole of a rural residential area; and An ODP has been prepared for the whole of the Development Area.</p> <p>2. Be prepared in accordance with the matters set out in Policy 6.3.2; Please refer to comments at Policy 6.3.2</p> <p>3. To the extent relevant show proposed land uses including:</p> <p>a. Principal through roads, connections with surrounding road networks, relevant infrastructure services and areas for possible future development; Public roading and stormwater services are shown in the Proposed DA and ODP. Other infrastructure services are available as has been discussed with WDC Consents and Development Engineering at a meeting on 10 August 2023 and in follow up email exchanges with Jennifer McSloy. Development areas for MDRZ and LLRZ are shown on the ODP.</p> <p>b. Land required for community facilities or schools; Not applicable</p> <p>c. Parks and other land for recreation; Council’s parks planner has confirmed in his s42A memo that parks provision is not necessary. Nonetheless, a green space is planned for a stormwater detention (dry pond) which can be used for informal recreation.</p> <p>d. Land to be used for business activities; Not applicable</p> <p>e. The distribution of different residential densities, in accordance with Policy 6.3.7; Development areas for MDRZ and LLRZ are shown on the ODP. The Development Area text specifies the expected densities for each.</p> <p>f. Land required for stormwater treatment, retention and drainage paths; An area for stormwater detention (dry pond) is shown on the ODP in an indicative location. Refer to Mr Hopkins’ evidence for engineering calculations.</p> <p>g. Land reserved or otherwise set aside from development for environmental, historic heritage, or landscape protection or enhancement;</p>
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	<p>The ODP specifies a minimum lot area of 5,000m² around the existing HNZ listed homestead. Tree protection requirements for three District Plan notable trees (TREE001 – 003) and an additional oak tree are shown on the ODP. Existing trees on the driveway will also be retained as far as possible.</p> <p><i>h. Land reserved or otherwise set aside from development for any other reason, and the reasons for its protection from development;</i></p> <p>No additional protection is required.</p> <p><i>i. Pedestrian walkways, cycleways and public transport routes both within and adjoining the area to be developed;</i></p> <p>Walkways and cycleways are not shown in the ODP, the site is relatively compact and these will be included as required, rather than be shown in a location that does not align with future design decisions. The Parsonage Road Development Area text states that “Walking and cycling connection to Woodend is to be provided along local roads and through internal private lanes and shared paths to be confirmed at the time of subdivision approval.”</p> <p><i>4. Demonstrate how Policy 6.3.7 will be achieved for residential areas within the area that is the subject of the outline development plan, including any staging;</i></p> <p>The ODP shows the two main development areas, MDRZ and LLRZ. Both are accessible from Parsonage Road and as a result, any staging will not be a complex matter. The Policy 6.3.7 target of 10 HHU/ha can easily be met in the MDRZ area of this flat site, with the only land set aside from residential use being an internal road, some private accessways (to be confirmed) and a stormwater pond. The ODP estimates density as 26 to 29 lots over 1.84ha resulting in 14.1 to 15.8 HHU/ha. 26 lots are shown on the indicative site masterplan attached to Ms Edmonds’ evidence.</p> <p><i>5. Identify significant cultural, natural or historic heritage features and values, and show how they are to be protected and/or enhanced;</i></p> <p>The ODP specifies a minimum lot area of 5,000m² around the existing HNZ listed homestead. Tree protection requirements for three District Plan notable trees (TREE001 – 003) and an additional oak tree are shown on the ODP. Existing trees on the driveway are also shown on the ODP and will be retained as far as possible.</p> <p><i>6. Document the infrastructure required, when it will be required and how it will be funded;</i></p> <p>Please refer to the ODP.</p> <p><i>7. Set out the staging and co-ordination of subdivision and development between landowners;</i></p>
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	<p>The proposed development is owned by a single owner, and will not be a staged development.</p> <p>8. Demonstrate how effective provision is made for a range of transport options including public transport options and integration between transport modes, including pedestrian, cycling, public transport, freight, and private motor vehicles;</p> <p>Access is provided from Parsonage Rd. This provides for private vehicles and also a quiet and flat environment for cycling and walking or other micromobility, including e-scooters and mobility scooters. EV charging or cycle parking is required by the ODP to encourage sustainable transport choices as far as possible.</p> <p>9. Show how other potential adverse effects on and/or from nearby existing or designated strategic infrastructure (including requirements for designations, or planned infrastructure) will be avoided, remedied or appropriately mitigated;</p> <p>The ODP provides for lower density adjacent to the Woodend Bypass designation. Noise mitigation is already required for the Woodend Bypass project through designation conditions. Please refer to the Planning Evidence and the AES memo attached to the Planning Evidence.</p> <p>10. Show how other potential adverse effects on the environment, including the protection and enhancement of surface and groundwater quality, are to be avoided, remedied or mitigated;</p> <p>There will not be significant effects on surface or groundwater. Stormwater will be collected, detained and managed in accordance with Mr Hopkins' evidence. No contamination is expected from the residential land uses. Any risk points such as drainage entry points where cars may be washed can be managed in the resource consent process.</p> <p>11. Show how the adverse effects associated with natural hazards are to be avoided, remedied or mitigated as appropriate and in accordance with Chapter 11 and any relevant guidelines; and</p> <p>Please refer to Mr Hopkins' evidence. There is no substantial risk from flooding or liquefaction. These matters can be managed in the resource consent process.</p> <p>12. Include any other information that is relevant to an understanding of the development and its proposed zoning.</p> <p>No other matters are included.</p>
<p>Policy 6.3.4 Transport effectiveness</p>	<p>The proposal complies</p>

Policy 6.3.5 Integration of land use and infrastructure	The proposal complies
Policy 6.3.6 Business land	N/A
Policy 6.3.7 Residential location, yield and intensification	<p><i>In relation to residential development opportunities in Greater Christchurch:</i></p> <p><i>1. Subject to Policy 5.3.4, Policy 6.3.5, and Policy 6.3.12, residential greenfield development shall occur in accordance with Map A.</i> Not achieved, please refer to Planning Evidence for justification, including interpretation of NPS-UD requirements.</p> <p><i>2. Intensification in urban areas of Greater Christchurch is to be focused around the Central City, Key Activity Centres and neighbourhood centres commensurate with their scale and function, core public transport routes, mixed-use areas, and on suitable brownfield land.</i> The site is within a reasonable distance (800m) from Woodend centre.</p> <p><i>3. Intensification developments and development in greenfield priority areas shall achieve at least the following residential net densities averaged over the whole of an ODP area (except where subject to an existing operative ODP with specific density provisions):</i></p> <p><i>a. 10 household units per hectare in greenfield areas in Selwyn and Waimakariri District;</i> The site can achieve approx. 15 HHU/ha</p> <p><i>5. Provision will be made in district plans for comprehensive development across multiple or amalgamated sites.</i> The indicative site masterplan (see Ms Edmonds evidence) proposes medium density format for some housing units. This is subject to final design but is achievable on a large and flat site.</p> <p><i>6. Housing affordability is to be addressed by providing sufficient intensification and greenfield land to meet housing demand, enabling brownfield development and providing for a range of lot sizes, densities and appropriate development controls that support more intensive developments such as mixed use developments, apartments, townhouses and terraced housing.</i> The indicative site masterplan (see Ms Edmonds evidence) proposes medium density format for some housing units. This is subject to final design but is achievable on a large and flat site. This will aid in choice and affordability.</p>

Policy 6.3.8 Regeneration of brownfield land	Not applicable
Policy 6.3.9 Rural residential development	This matter was addressed in Hearing 12C. The proposed LLRZ area of 1.6ha would enable three complying lots averaging at least 5000m ² . More could be provided but would be subject to a non-complying activity resource consent and are not relied on in the current rezoning proposal.
Policy 6.3.10 Māori Reserves	Not applicable
Policy 6.3.11 Monitoring and Review	<p><i>In relation to development in Greater Christchurch:</i></p> <p>5. Any change resulting from a review of the extent, and location of land for development, any alteration to the Greenfield Priority Areas, Future Development Areas, or provision of new greenfield priority areas, shall commence only under the following circumstances:</p> <p>a. infrastructure is either in place or able to be economically and efficiently provided to support the urban activity; Infrastructure can be economically provided, please refer to the evidence of Mr Hopkins.</p> <p>b. provision is in place or can be made for safe, convenient and sustainable access to community, social and commercial facilities; Access to such facilities is easily provided, please refer to the evidence of Mr Carr.</p> <p>c. the objective of urban consolidation continues to be achieved; The site is located between the eastern edge of the Woodend urban area and the Woodend Bypass designation and will consolidate and form an edge to Woodend which will not be able to expand further east.</p> <p>d. urban land use, including industrial and commercial activities, does not increase the risk of contamination of drinking water sources, including the groundwater recharge zone for Christchurch’s drinking water; There is little risk from the residential land use of contamination of drinking water sources and the site is not located on a recharge zone.</p> <p>e. urban development does not lie between the primary and secondary stopbanks south of the Waimakariri River which are designed to retain floodwaters in the event of flood breakout;</p> <p>Not applicable</p>

	<p>f. the landscape character of the Port Hills is protected; Not applicable</p> <p>g. sufficient rural land is retained to maintain the open space landscape character either between or surrounding the areas of urban activity within Greater Christchurch; and While it currently borders rural land to the east, the site is located between the eastern edge of the Woodend urban area and the Woodend Bypass designation, and will consolidate and form an edge to Woodend which will not be able to expand further east. Once constructed the Bypass will define the character to the east of Woodend and the site, such that it will no longer have an open space landscape character.</p> <p>h. the operational capacity of strategic infrastructure is not compromised. The ODP provides for lower density adjacent to the Woodend Bypass designation. Noise mitigation is already required for the Woodend Bypass project through designation conditions. Please refer to the Planning Evidence and the AES memo attached to the Planning Evidence.</p>
<p>Policy 6.3.12 Future Development Areas</p>	<p>Enable urban development in the Future Development Areas identified on Map A, in the following circumstances:</p> <p>1. It is demonstrated, through monitoring of housing and business development capacity and sufficiency carried out collaboratively by the Greater Christchurch Partnership or relevant local authorities, that there is a need to provide further feasible development capacity through the zoning of additional land in a district plan to address a shortfall in the sufficiency of feasible residential development capacity to meet the medium term housing bottom lines set out in Table 6.1, Objective 6.2.1a; and Reports and evidence presented to this hearing have indicated a shortfall in Woodend. While this shortfall could possibly be met through provision in other areas, notably Kaiapoi and Rangiora, the submitter considers that the site at 110 Parsonage Rd is well suited to development in the short or medium term with few constraints. This should be given favourable consideration by council, regardless of the merits of other sites.</p> <p>2. The development would promote the efficient use of urban land and support the pattern of settlement and principles for future urban growth set out in Objectives 6.2.1 and 6.2.2 and related policies including by:</p>

	<p>a. Providing opportunities for higher density living environments, including appropriate mixed use development, and housing choices that meet the needs of people and communities for a range of dwelling types; and The indicative site masterplan (see Ms Edmonds evidence) proposes medium density format for some housing units. This is subject to final design but is achievable on a large and flat site. This will aid in choice and affordability.</p> <p>b. Enabling the efficient provision and use of network infrastructure; and Infrastructure can be economically provided, please refer to the evidence of Mr Hopkins. The site is accessed from Parsonage Rd which has services in place and easily extended.</p> <p>3. The timing and sequencing of development is appropriately aligned with the provision and protection of infrastructure, in accordance with Objective 6.2.4 and Policies 6.3.4 and 6.3.5; and Infrastructure can be economically provided, please refer to the evidence of Mr Hopkins. The site is accessed from Parsonage Rd which has services in place and easily extended.</p> <p>4. The development would occur in accordance with an outline development plan and the requirements of Policy 6.3.3; and Complies. Please refer to the assessment under Policy 6.3.3.</p> <p>5. The circumstances set out in Policy 6.3.11(5) are met; and Complies. Please refer to the assessment under Policy 6.3.5.</p> <p>6. The effects of natural hazards are avoided or appropriately mitigated in accordance with the objectives and policies set out in Chapter 11. Please refer to Mr Hopkins' evidence. There is no substantial risk from flooding or liquefaction. These matters can be managed in the resource consent process.</p>
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Waimakariri Proposed District Plan

Objective or Policy	Assessment (Comments on key objective and policy provisions. Parts of limited to no relevance are not commented on.)
SD - Rautaki ahunga - Strategic Directions	
Objective SD-02 Urban development	<p>Urban development and infrastructure that:</p> <ol style="list-style-type: none"> 1. is consolidated and integrated with the urban environment; 2. that recognises existing character, amenity values, and is attractive and functional to residents, businesses and visitors; 3. utilises the District Council's reticulated wastewater system, and potable water supply and stormwater infrastructure where available; 4. provides a range of housing opportunities, focusing new residential activity within existing towns, and identified development areas in Rangiora and Kaiapoi, in order to achieve the housing bottom lines in UFD-O1; 5. supports a hierarchy of urban centres, with the District's main centres in Rangiora, Kaiapoi, Oxford and Woodend being: <ol style="list-style-type: none"> a. the primary centres for community facilities; b. the primary focus for retail, office and other commercial activity; and c. the focus around which residential development and intensification can occur. 6. provides opportunities for business activities to establish and prosper within a network of business and industrial areas zoned appropriate to their type and scale of activity and which support district self-sufficiency; 7. provides people with access to a network of spaces within urban environments for open space and recreation; 8. supports the transition of the Special Purpose Zone (Kāinga Nohoanga) to a unique mixture of urban and rural activities reflecting the aspirations of Te Ngāi Tūāhuriri Rūnanga; 9. provides limited opportunities for Large Lot Residential development in identified areas, subject to adequate infrastructure; and

	<p>10. recognise and support Ngāi Tūāhuriri cultural values through the protection of sites and areas of significance to Māori identified in SASM-SCHED1.</p> <p>Development of the site would:</p> <ul style="list-style-type: none"> • Assist in consolidating development in Woodend with the existing urban environment. The site adjoins the recently constructed Woodlands (former) Greenfield Priority Area and is served by Parsonage Rd which connects to the Woodend local centre. • Be an extension of the existing residential character adjacent to the site, while recognising that the new Woodend Bypass will change the character to the east (and also north and south) of the site from quiet semi-rural to a more urban character. • Use existing water and wastewater service connections in Parsonage Rd and manage stormwater on site. • Provide housing which has some variation in type (some medium density / attached designs are intended), within an existing town, and assists to achieve the UFD-01 housing bottom lines. • Supports Woodend as an urban centre. • Has access to open space in Woodend, while not providing public open space. • Provides a small area of large lot residential where it is more appropriate closer to the Bypass. • Incorporate the results of consultation undertaken to date with Ngāi Tūāhuriri in terms of minimising the impacts of development on water and other cultural resources.
<p>Objective SD-03 Energy and infrastructure</p>	<p><i>Across the District:</i></p> <p><i>1. improved accessibility and multi-modal connectivity is provided through a safe and efficient transport network that is able to respond to technology changes and contributes to the well-being and liveability of people and communities;</i></p> <p><i>2. infrastructure, including strategic infrastructure, critical infrastructure and regionally significant infrastructure:</i></p> <p><i>is able to operate efficiently and effectively; and</i></p> <p><i>is enabled, while:</i></p> <p><i>managing adverse effects on the surrounding environment, having regard to the social, cultural and economic benefit, functional need and operational need of the infrastructure; and</i></p> <p><i>managing the adverse effects of other activities on infrastructure, including managing reverse sensitivity;</i></p>

	<p>3. the nature, timing and sequencing of new development and new infrastructure is integrated and coordinated; and</p> <p>4. encourage more environmentally sustainable outcomes as part of subdivision and development, including though the use of energy efficient buildings, green infrastructure and renewable electricity generation.</p> <p>The proposal would be well supported by infrastructure and would not adversely affect the operation of other critical infrastructure including the planned Woodend Bypass. The noise effects of the bypass on this site must already be mitigated under the confirmed designation conditions and further mitigation for the MRZ area can be provided at design and resource consent stage if required.</p>
<p>Objective SD-05 Ngāi Tahu mana whenua/Te Ngāi Tūāhuriri Rūnanga</p>	<p><i>Te Ngāi Tūāhuriri Rūnanga's role in the management of natural and physical resources is recognised, so that:</i></p> <ol style="list-style-type: none"> <i>1. Ngāi Tūāhuriri's historic and contemporary connections, and cultural and spiritual values, associated with the land, water and other taonga are recognised and provided for;</i> <i>2. the values of identified sites and areas of significance to Ngāi Tūāhuriri are protected;</i> <i>3. Ngāi Tūāhuriri can retain, and enhance access to sites of cultural significance;</i> <i>4. Māori land is able to be occupied and used by Ngāi Tūāhuriri for its intended purposes and to maintain their relationship with their ancestral land;</i> <i>5. recognised customary rights are protected;</i> <i>6. Ngāi Tūāhuriri are able to carry out customary activities in accordance with tikanga; and</i> <i>7. Te Ngāi Tūāhuriri Rūnanga are able to actively participate in decision-making and exercise kaitiakitanga.</i> <p>Development of the site would incorporate the results of consultation undertaken to date with Ngāi Tūāhuriri in terms of minimising the impacts of development on water and other cultural resources.</p>
<p>Objective SD-06 Natural hazards and resilience</p>	<p><i>The District responds to natural hazard risk, including increased risk as a result of climate change, through:</i></p> <ol style="list-style-type: none"> <i>1. avoiding subdivision, use and development where the risk is unacceptable; and</i> <i>2. mitigating other natural hazard risks.</i> <p>The risks of flooding and liquefaction at this site are acceptable and can be well managed, as described in the evidence of Mr Hopkins.</p>

UFD - Āhuatanga auaha ā tāone - Urban Form and Development			
<p>Objective UFD-01 Feasible development capacity for residential activities</p>	<p>Sufficient feasible development capacity for residential activity to meet specified housing bottom lines and a changing demographic profile of the District as follows:</p>		
	<p>Term</p>	<p>Short to Medium Term (2018-2028)</p>	<p>Long Term (2028-2048)</p>
	<p>Housing Bottom Lines (Development Capacity)</p>	<p>6,300 Residential Units</p>	<p>7,100 Residential Units</p>
	<p>30 Year Time frame (2018-2048)</p>		
	<p>13,400 Residential Units</p>		
	<p>The site will provide development capacity which is highly feasible, as the infrastructure to enable development is present to the site boundary (or requiring minor upgrades), including water supply, wastewater, electricity, internet and road, while stormwater can be managed on site. This will enable the site to contribute in part to the short to medium term (2018-2028) bottom line and long term (2028-2048) depending on the development programme.</p>		
<p>Policy UFD-P1 Density of residential development</p>	<p>In relation to the density of residential development:</p>		
	<p>1. provide for intensification in urban environments through provision for minor residential units, retirement villages, papakāinga or suitable up-zoning of Residential Zones where it is consistent with the anticipated built form and purpose of the zone;</p>		
	<p>2. locate any Medium Density Residential Zone so it:</p>		
	<p>a. supports, and has ready access to, existing Commercial and Mixed Use Zones, schools, public transport and open space;</p>		
	<p>b. supports well connected walkable communities;</p>		
	<p>c. avoids or mitigates natural hazard risk in any high hazard area within existing urban areas; and located away from any Heavy Industrial Zone.</p>		
	<p>The proposed MRZ has ready access to Woodend services and facilities via Parsonage Rd. The distances are walkable being in the order of 800m, or easily accessed by cycle or other micromobility options. Please refer to the evidence of Mr Carr.</p>		
	<p>The proposed MRZ is not located in an area of high natural hazard risk or Heavy Industrial Zone.</p>		
<p>Policy UFD-P2 Identification/location of new Residential Development Areas</p>	<p>In relation to the identification/location of residential development areas:</p>		
	<p>1. residential development in the new Residential Development Areas at Kaiapoi, North East Rangiora, South East Rangiora and West Rangiora is located to implement the urban form identified in the Future Development Strategy;</p>		

	<p>2. for new Residential Development Areas, other than those identified by (1) above, avoid residential development unless located so that they:</p> <ul style="list-style-type: none"> a. occur in a form that concentrates, or are attached to, an existing urban environment and promotes a coordinated pattern of development; b. occur in a manner that makes use of existing and planned transport and three waters infrastructure, or where such infrastructure is not available, upgrades, funds and builds infrastructure as required; c. have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; d. concentrate higher density residential housing in locations focusing on activity nodes such as key activity centres, schools, public transport routes and open space; e. take into account the need to provide for intensification of residential development while maintaining appropriate levels of amenity values on surrounding sites and streetscapes; f. are informed through the development of an ODP; g. supports reductions in greenhouse gas emissions; and h. are resilient to natural hazards and the likely current and future effects of climate change as identified in SD-O6. <p>Clause (1) does not apply to the site.</p> <p>In terms of Clause (2), the proposed residential development (MRZ) area:</p> <ul style="list-style-type: none"> • Would attach to the Woodend existing urban environment. The site adjoins the recently constructed Woodlands (former) Greenfield Priority Area and is served by Parsonage Rd which connects to the Woodend local centre. This provides a co-ordinated pattern of development. • Is served by the existing Parsonage Rd which would require a minor widening adjacent to the site. • Would use existing water and wastewater service connections in Parsonage Rd and manage stormwater on site. • Has ready access to Woodend services and facilities via Parsonage Rd. The distances are walkable being in the order of 800m, or easily accessed by cycle or other micromobility options. Please refer to the evidence of Mr Carr. • Has access to the employment, community services and natural and open space opportunities in the District including at Rangiora and Kaiapoi.
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	<ul style="list-style-type: none"> • Is not a 'higher density' residential proposal overall, it is intended as medium density urban edge housing including a component of attached houses. • Would provide adequate levels of amenity for residents both within and adjoining the site, as a typical residential development, while recognising that the new Woodend Bypass will change the character to the east (and also north and south) of the site from quiet semi-rural to a more urban character. • An Outline Development Plan has been provided meeting the requirements of Policy SUB-P6 • The proximity to Woodend will ensure greenhouse gas emissions from vehicle transport are moderated, although it is not possible to control commuting travel from the proposed dwellings. Some may commute further, as would be the case with any development outside Christchurch City, other than Rangiora to an extent. The trend of home working has and is expected to moderate the extent of daily commuting. • The transition of the national vehicle fleet away from fossil fuel use is beyond the control of individuals and largely beyond Councils, however the ODP requires houses on the site to include EV charging circuits. This would remove a barrier to EV purchase and use because efficient charging requires a dedicated, high-current circuit from the house switchboard, which is not provided in standard house and garage designs. • The risks of flooding and liquefaction at this site are acceptable and can be well managed, as described in the evidence of Mr Hopkins.
<p>Policy UFD-P6 Mechanism to release Residential Development Areas</p>	<p><i>The release of land within the identified new development areas of Kaiapoi, North East Rangiora and South East Rangiora occurs in an efficient and timely manner via a certification process to enable residential activity to meet short to medium-term feasible development capacity and achievement of housing bottom lines.</i></p> <p>The site is not located within these new development areas</p>
<p>Policy UDF-P10 Managing reverse sensitivity effects from new development</p>	<p><i>Within Residential Zones and new development areas in Rangiora and Kaiapoi:</i></p> <ol style="list-style-type: none"> <i>1. avoid residential activity that has the potential to limit the efficient and effective operation and upgrade of critical infrastructure, strategic infrastructure, and regionally significant infrastructure, including avoiding noise sensitive activities within the Christchurch Airport Noise Contour, unless within an existing Residential Zone;</i> <i>2. minimise reverse sensitivity effects on primary production from activities within new development areas through setbacks and screening, without compromising the efficient delivery of new development areas.</i>

	<p>The effects of the Woodend bypass on the present site dwelling and the possibility of reverse sensitivity due to noise are already taken into account by mitigation required for the designation design in the form of noise walls and pavement treatment. Further mitigation can be readily provided during site design. Please refer to the noise memo provided by AES.</p> <p>There is limited primary production adjacent to the site and there will be much less when the Woodend Bypass is constructed.</p> <ul style="list-style-type: none"> • 130B Main North Road, to the north of the site, shares a short boundary (approx. 30m) with the proposed LLRZ part of the site. It will form part of the Woodend Bypass and will not be farmed at that point. • 160 Gladstone Rd, to the east of the site, shares a boundary with the proposed LLRZ part of the site. It will form part of the Woodend Bypass and will not be farmed at that point • 124 Gladstone Rd, to the south of the site, is currently actively farmed for arable crops. This area is adjacent to the proposed LLRZ area of the site and dwellings on that part would be on larger lots and can be set back and screened. I note that the dwellings on the LLRZ area would normally be designed with a northern aspect, which reduces any effects from activities taking place on the farmland to the south and enables planting on the southern boundary without affecting daylight and sunlight access to dwellings. • 128 Gladstone Rd is also currently actively farmed for arable crops. It shares a short boundary (approx. 30m) with the proposed LLRZ part of the site. The reverse sensitivity effects would be similar to those for 124 Gladstone Rd and manageable in the same way. It is unlikely that a dwelling would be placed near this boundary adjacent to the new Bypass.
TREE - Rākau hirahira - Notable Trees	
TREE-P3 Retention and protection	<p><i>Retain any notable tree listed in TREE-SCHED1 and protect the tree or group of trees from the adverse effects of inappropriate subdivision, land use and development, by considering:</i></p> <ol style="list-style-type: none"> <i>1. the specific significance and/or notable values of the tree or group of trees;</i> <i>2. the extent that the subdivision, land use or development provides for protection;</i> <i>3. the extent that the health or structural integrity of the tree or group of trees is affected by the necessity of the subdivision, land use or development;</i> <i>4. the likelihood of any serious threat to people or property from the tree or group of trees;</i> <i>5. the necessity to provide for activities within the road corridor, or where required for the safe operation or maintenance of overhead lines;</i>

	<p>6. the provision and implementation of a tree management plan in accordance with best arboriculture practice;</p> <p>7. the extent that the specific significance and/or notable values that would be lost can be mitigated, including alternative methods; and</p> <p>8. limited activities within the root protection area, gardening, and activities with the area of the trunk or crown.</p> <p>TREE01 02 and 03 will be protected in the ODP and in any subdivision consent application.</p>
SUB - Wāwāhia whenua - Subdivision	
Objective SUB-01 Subdivision design	<p>Subdivision design achieves an integrated pattern of land use, development, and urban form, that:</p> <p>1. provides for anticipated land use and density that achieve the identified future character, form or function of zones;</p> <p>2. consolidates urban development and maintains rural character except where required for, and identified by, the District Council for urban development;</p> <p>3. supports protection of cultural and heritage values, conservation values; and</p> <p>4. supports community resilience to climate change and risk from natural hazards.</p> <p>These matters can be achieved at subdivision consent stage, there are no impediments in respect of these matters which would affect the appropriateness of rezoning the site.</p>
Objective SUB-02 Infrastructure and transport	<p>Efficient and sustainable provision, use and maintenance of infrastructure; and a legible, accessible, well connected transport system for all transport modes</p> <p>These matters can be achieved at subdivision consent stage, there are no impediments in respect of these matters which would affect the appropriateness of rezoning the site.</p> <p>Please refer to the evidence of Mr Hopkins (services) and Mr Carr (Transport)</p>
Policy SUB-P1 Design and amenity	These matters can be achieved at subdivision consent stage, there are no impediments in respect of these matters which would affect the appropriateness of rezoning the site.
Policy SUB-P2 Allotment layout, size and dimension	These matters can be achieved at subdivision consent stage, there are no impediments in respect of these matters which would affect the appropriateness of rezoning the site.
Policy SUB-P3 Sustainable design	These matters can be achieved at subdivision consent stage, there are no impediments in respect of these matters which would affect the appropriateness of rezoning the site.
Policy SUB-P4 Integration and connectivity	These matters can be achieved at subdivision consent stage, there are no impediments in respect of these matters which would affect the appropriateness of rezoning the site.

<p>Policy SUB-P5 Density in Residential Zones</p>	<p>These matters can be achieved at subdivision consent stage, there are no impediments in respect of these matters which would affect the appropriateness of rezoning the site.</p>
<p>Policy SUB-P6 Criteria for Outline Development Plans</p>	<p><i>Ensure that new Residential Development Areas, new Large Lot Residential Zones, new Commercial and Mixed Use Zones and new Industrial Zones shall not be subdivided until an ODP for that area has been included in the District Plan and each ODP shall:</i></p> <p><i>1. be prepared as a single plan; and</i> An ODP has been prepared for the whole of the Development Area.</p> <p><i>2. be prepared in accordance with the following:</i></p> <p><i>a. identify principal roads, connections and integration with the surrounding road networks, relevant infrastructure and areas for possible future development;</i> Public roading and stormwater services are shown in the Proposed Development Area and ODP. Other infrastructure services are available as has been discussed with WDC Consents and Development Engineering at a meeting on 10 August 2023 and in follow up email exchanges with Jennifer McSloy. Development areas for MDRZ and LLRZ are shown on the ODP.</p> <p><i>b. any land to be set aside:</i></p> <p><i>i. for community facilities or schools;</i> Not applicable</p> <p><i>ii. parks and land required for recreation or reserves;</i> Council’s parks planner has confirmed in his s42A memo that parks provision is not necessary. Nonetheless, a green space is planned for a stormwater detention (dry pond) which can be used for informal recreation.</p> <p><i>iii. for business activities;</i> Not applicable</p> <p><i>iv. the distribution of different residential densities;</i> Development areas for MDRZ and LLRZ are shown on the ODP. The Development Area text specifies the expected densities for each.</p>

v. for the integrated management of water systems, including stormwater treatment, secondary flow paths, retention and drainage paths;

An area for stormwater detention (dry pond) is shown on the ODP in an indicative location. Refer to Mr Hopkins' evidence for engineering calculations.

vi. from development for environmental or landscape protection or enhancement; and

Tree protection requirements for three District Plan notable trees (TREE001 – 003) and an additional oak tree are shown on the ODP. Existing trees on the driveway will also be retained as far as possible.

vii. from development for any other reason, and the reasons for its protection.

No additional protection is required.

c. for new Residential Development Areas demonstrate how each ODP area will achieve a minimum net density of at least 15 lots or households per ha, unless there are demonstrated constraints then no less than 12 households per ha;

The ODP shows the two main development areas, MDRZ and LLRZ. Both are accessible from Parsonage Road and as a result, any staging will not be a complex matter. The target of 15 HHU/ha can easily be met in the MDRZ area of this flat site, with the only land set aside from residential use being an internal road, some private accessways (to be confirmed) and a stormwater pond. The ODP estimates density as 26 to 29 lots over 1.84ha resulting in 14.1 to 15.8 HHU/ha. 26 lots are shown on the indicative site masterplan attached to Ms Edmonds' evidence.

d. identify any cultural, natural, and historic heritage features and values and show how they are to be enhanced or maintained;

The ODP specifies a minimum lot area of 5,000m² around the existing HNZ listed homestead.

e. indicate how required infrastructure will be provided and how it will be funded;

Please refer to the ODP. The water, wastewater, power and telecoms extensions required for the site and the road and road drainage upgrades serving the site will be designed and constructed through the normal subdivision consenting and engineering processes. The onsite stormwater and management will be designed by the developer.

The developer would be responsible for upgrading existing infrastructure which is solely for the subdivision's benefit, and otherwise would accept cost-sharing or financial contributions proportional to the benefits received.

f. set out the phasing and co-ordination of subdivision and development;

The proposed development is owned by a single owner, and will likely not be a staged development. To the extent that consenting development is progressive it is likely to be development of the LLRZ lots first, followed by development of the MRZ lots. There are no staging complexities that need to be described in an ODP to avoid conflicts, this can be done at consenting if required.

g. demonstrate how effective provision is made for a range of transport options, including public transport systems, pedestrian walkways and cycleways, both within and adjoining the ODP area;

Access is provided from Parsonage Rd. This provides for private vehicles and also a quiet and flat environment for cycling and walking or other micromobility, including e-scooters and mobility scooters. EV charging or cycle parking is required by the ODP to encourage sustainable transport choices as far as possible.

h. for new Residential Development Areas, demonstrate how open space, playgrounds or parks for recreation will be provided within a 500m radius of new residential allotments including:

i. transport connectivity for active, public and other transport modes;

Access is provided from Parsonage Rd. This provides for private vehicles and also a quiet and flat environment for cycling and walking or other micromobility, including e-scooters and mobility scooters.

ii. connection to any other open space or community facility and other zones; and

Council's parks specialist has not raised concerns about open space provision in his s42A memo. the closest parks. The closest public parks at present are at 26 Woodglen Drive and 51 Gladstone Rd. The new lots will have adequate outdoor living space.

iii. potential use of open space for stormwater management;

A proposed dry stormwater basin on the site can provide some ability for informal recreation.

i. show how other potential adverse effects on and/or from nearby existing or designated strategic infrastructure (including requirements for designations, or planned infrastructure) will be avoided, remedied or appropriately mitigated;

The ODP provides for lower density adjacent to the Woodend Bypass designation. Noise mitigation is already required for the Woodend Bypass project through designation conditions.

Please refer to the Planning Evidence and the AES memo attached to the Planning Evidence.

j. show how other potential adverse effects on the environment, the protection and enhancement of surface and groundwater quality, are to be avoided, remedied or mitigated;

	<p>There will not be significant effects on surface or groundwater. Stormwater will be collected, detained and managed in accordance with Mr Hopkins' evidence. No contamination is expected from the residential land uses. Any risk points such as drainage entry points where cars may be washed can be managed in the resource consent process.</p> <p><i>k. include any other information which is relevant to an understanding of the development and its proposed zoning; and</i></p> <p>No other matters are included.</p> <p><i>l. demonstrate that the design will minimise any reverse sensitivity effects.</i></p> <p>The ODP provides for lower density adjacent to the Woodend Bypass designation. Noise mitigation is already required for the Woodend Bypass project through designation conditions.</p> <p>Please refer to the Planning Evidence and the AES memo attached to the Planning Evidence.</p> <p>There is limited primary production adjacent to the site and there will be much less when the Woodend Bypass is constructed. Please refer to the assessment of this under Policy UFD-P10</p>
<p>Policy SUB-P7 Requirements of Outline Development Plans</p>	<p><i>Ensure that subdivision is in accordance with the fixed or flexible elements of any relevant ODP.</i></p> <p>These matters can be achieved at subdivision consent stage</p>
<p>Policy SUB-P8 Infrastructure</p>	<p><i>Achieve integrated and comprehensive infrastructure with subdivision by ensuring:</i></p> <p><i>1. upgrade of existing infrastructure where the benefit is solely for the subdivision and subsequent development, or otherwise provide for cost-sharing or other arrangements for any upgrade, such as financial contributions, that are proportional to the benefit received;</i></p> <p>The developer would be responsible for upgrading existing infrastructure which is solely for the subdivision's benefit, and otherwise would accept cost-sharing or financial contributions proportional to the benefits received.</p> <p><i>2. adequate infrastructure provision and capacity to service the scale and nature of anticipated land uses, including:</i></p> <p><i>a. wastewater disposal that will maintain public health and minimise adverse effects on the environment, while discouraging small-scale standalone community facilities;</i></p> <p><i>b. water supply;</i></p> <p><i>c. stormwater management;</i></p> <p><i>d. phone, internet and broadband connectivity can be achieved, with new lines being underground in urban environments, except within the Special Purpose Zone (Kāinga Nohoanga);</i></p>

	<p>e. electricity supply, with new lines being underground in new urban environments except within the Special Purpose Zone (Kāinga Nohoanga);</p> <p>The water, wastewater, power and telecoms extensions required for the site and the road and road drainage upgrades serving the site will be designed and constructed through the normal subdivision consenting and engineering processes. The onsite stormwater and management will be designed by the developer.</p> <p>3. where reticulated wastewater disposal is available, that any new site is to be provided with a means of connection to the system; and</p> <p>All lots will connect to reticulated wastewater</p> <p>4. where a reticulated wastewater system is not available, ensure that onsite treatment systems will be installed.</p> <p>All lots will connect to reticulated wastewater</p>
Policy SUB-P9 and SUB-P10	Not applicable
NOISE - Te orooro - Noise	
NOISE-O1 Adverse noise effects	<p>Noise does not adversely affect human health, communities, natural values and the anticipated amenity values of the receiving environment.</p> <p>The proposed development will not generate significant noise other than at construction.</p>
NOISE-O2 Reverse sensitivity	<p>The operation of regionally significant infrastructure and strategic infrastructure, activities within Commercial and Mixed Use Zones and Industrial Zones and identified existing activities are not adversely affected by reverse sensitivity effects from noise sensitive activities.</p> <p>The ODP provides for lower density adjacent to the Woodend Bypass designation. Noise mitigation is already required for the Woodend Bypass project through designation conditions.</p> <p>Please refer to the Planning Evidence and the AES memo attached to the Planning Evidence.</p>
NOISE-P1 Minimising adverse noise effects	<p>Minimise adverse noise effects by:</p> <ol style="list-style-type: none"> 1. limiting the noise level, location, duration, time, intensity and any special characteristics of noise generating activities, to reflect the function, character and amenity values of each zone; 2. requiring lower noise levels during night hours compared to day time noise levels to protect human health, natural values and amenity values of sensitive environments; and 3. requiring sound insulation, or limiting the location of noise sensitive activities where they may be exposed to noise from existing activities.

	<p>The proposed development will not generate significant noise other than at construction.</p> <p>Sound insulation can be applied to manage any residual noise effects on residential dwellings. Please refer to the Planning Evidence and the AES memo attached to the Planning Evidence.</p>
NOISE-P3 Rail and roads	<p><i>Protect the operation of rail and road infrastructure by identifying locations where acoustic mitigation measures for any new noise sensitive activities are required.</i></p> <p>The ODP provides for lower density adjacent to the Woodend Bypass designation. Noise mitigation is already required for the Woodend Bypass project through designation conditions.</p> <p>Sound insulation can be applied to manage any residual noise effects on residential dwellings. Please refer to the Planning Evidence and the AES memo attached to the Planning Evidence.</p> <p>Please refer to the Planning Evidence and the AES memo attached to the Planning Evidence</p>
General Objectives and Policies for all Residential Zones	
<p>Objective RES-01 Objective RES-02 Objective RES-03 Objective RES-05</p>	<p><i>Residential growth, location and timing</i> <i>Residential sustainability</i> <i>Residential form, scale, design and amenity values</i> <i>Housing choice</i></p> <p>These overall objectives will be achieved by the proposed MRZ zoning.</p>
<p>Policy RESZ-P1 Policy RESZ-P2 Policy RESZ-P3 Policy RESZ-P4 Policy RESZ-P8 Policy RESZ-P12 Policy RESZ-P13 Policy RESZ-P14 Policy RESZ-P15</p>	<p><i>Design of development</i> <i>Multi-unit residential development</i> <i>Safety and well-being</i> <i>Sustainable design</i> <i>Housing choice</i> <i>Outline development plans</i> <i>Location of higher density development</i> <i>Development density</i> <i>Medium Density Residential Standards (Variation 1)</i></p>

	These matters can be achieved at subdivision consent stage, there are no impediments in respect of these matters which would affect the appropriateness of rezoning the site.
MRZ - Medium Density Residential Zone	These assessments are against the Variation 1 policies which are expected to supersede the PDP policies as originally notified.
MRZ-O1 Housing types and sizes	<p><i>The Medium Density Residential Zone provides for a variety of housing types and sizes that respond to:</i></p> <ul style="list-style-type: none"> <i>i. housing needs and demand; and</i> <i>ii. the neighbourhood's planned urban built character, including 3-storey buildings.</i> <p>The proposal would deliver a variety of housing types as shown in the indicative masterplan attached to the evidence of Ms Edmonds. No 3 storey buildings are proposed although I accept that this is a feasible outcome under the MRZ standards and Variation 1.</p>
MRZ-P1 Housing types	<p><i>Enable a variety of housing types with a mix of densities within the zone, including 3-storey attached and detached dwellings, and low-rise apartments.</i></p> <p>The proposal would deliver a variety of housing types as shown in the indicative masterplan attached to the evidence of Ms Edmonds. No 3 storey buildings are proposed although I accept that this is a feasible outcome under the MRZ standards and Variation 1.</p>
MRZ-P2 Housing Developments	<p><i>Provide for developments not meeting permitted activity status, while encouraging high-quality developments.</i></p> <p>The development would comply in general with permitted activity standards and it is likely this policy will not apply.</p>
MRZ-P3 Residential character	<p><i>Provide for activities and structures that support and maintain the character and amenity values anticipated for the zone, which provides for:</i></p> <ol style="list-style-type: none"> <i>1. higher density living in areas with better access for walking to parks, main centres or local commercial centres;</i> <i>2. multi-unit redevelopment opportunities through flexible development controls and encouragement for multi-site redevelopment;</i> <i>3. high quality building and landscape design for multi-unit residential development with appropriate streetscape landscaping and positive contribution to streetscape character;</i> <i>4. provides for a peaceful residential environment, in particular minimising the adverse effects of night time noise and outdoor lighting, and limited signs;</i>

	<p>5. appropriate internal amenity within sites; 6. a mix of detached, semi-detached and multi-unit living; 7. small-scale commercial, or community-based activities, that service the local community, and home businesses; and 8. a wider range of home business-based commercial activity in the Residential Commercial Precinct adjacent to Rangiora Town Centre.</p> <p>These matters can be achieved at subdivision consent stage, there are no impediments in respect of these matters which would affect the appropriateness of rezoning the site.</p>
Development Areas	
EWD - East Woodend Development Area	<p>The site is adjacent to EWD - East Woodend Development Area. A new DA and ODP has been provided with this evidence, which has avoided the need to request modifications to the East Woodend DA and ODP.</p>