

Hearing of submissions on the Proposed Waimakariri District Plan, Stream 12 (E)

Key points of submitter 298 – Nick and Cilla Taylor

- 1) Thank you for the opportunity to appear at this hearing in support of our submission (298) on the Proposed District Plan (**PDP**).

Scope

- 2) Our comments focus on two aspects of the PDP:
 - a) The proposed rezoning of the area of West Rangiora between Oxford, Lehmans and Johns Roads – referred to as the West Rangiora Middle Block (**WRMB**) in the s42(A) report.
 - b) The use of Outline Development Plans (**ODPs**) to achieve a coherent and well functioning urban form that offers housing choice and high levels of sustainability.

Rezoning in West Rangiora

- 3) Our land at 75 Oxford Road is part of the WRMB, currently designated as a Future Development Area (**FDA**) in Chapter 6, Map A of the Regional Policy Statement (**RPS**).
- 4) We have lived at our current property on Oxford Road in the WRMB for over 40 years, where our family have enjoyed the advantages of a “rural” environment with close access to the amenities of Rangiora Town Centre. Over time, our property location has become a peri-urban environment with extensive subdivision to the East and North of us since 2011.
- 5) The Council prepared the West Rangiora Structure Plan (2009) to guide urban development of our area. Pavements and streetlights arrived, sewer and water were installed across the road, the water race was closed, and open road speeds were reduced to 50km. As a Council staff member once proudly informed us “you are being urbanised”!
- 6) We accepted this change and recognised that we were designated as an area for future housing in the Greater Christchurch Urban Development Strategy 2007, updated 2016, in Plan Change 1 to the RPS in 2009, and as a Future Development Area (**FDA**) in Change 1 to Chapter 6 of the RPS in 2021.
- 7) After reviewing the s42(A) report conclusions regarding the Rangiora FDAs, we consider the WRMB is a very suitable area for development in the short to medium term. We therefore support the conclusion reached in the s42A report (para 286) to zone the WRMB for medium density residential.
- 8) Our support is based on the proximity of WRMB to Rangiora centre with easy access to the amenities and services there, including access by active transport, along with excellent existing road linkages within and beyond Rangiora. When developed, the WRMB can add to a compact, well-functioning urban form offering potential for a range of housing types and choices, including medium density housing.

- 9) We support the objectives of the PDP to achieve sustainable outcomes through efficient infrastructure development and a compact, well-functioning urban form, consistent with s5 of the Act and the National Policy Statement for Urban Development (2020 and 2022). We therefore support the Council's approach to in-centre development around Rangiora.

Outline Development Plans

- 10) We support the Cultural Advice Report approach to low-impact and sustainable urban design (see J6409 - attached to the s42(A) report).
- 11) We agree with the approach in Policy RESZ-P12 that the primary purpose of an ODP is to deliver the required outcomes through "fixed and flexible elements" such as green space and density rules to achieve "an efficient, effective and consolidated urban form". These design outcomes should include a strong sense of place, a coherent, functional and safe neighbourhood, a diversity of housing types, sensitivity to recreational, historic and ecological features, and a high level of visual and landscape amenity.
- 12) Our submission raises concerns about the fixed nature of the ODP for the WRMB, particularly in relation to the pictured road layout – as redrawn in the in the s42(A) report (see Memo Ed Jolly JASMAX to Peter Wilson, 11-7-24).
- 13) As noted in the s42(A) para 265 we have raised concerns about the fixed nature of the proposed ODP and the road layout. We note that other submitters (eg. 114, 118, 246, 250, 266) raised similar concerns.
- 14) Our concern about the ODP, as currently shown, relates to the proposed linkages to existing major roads: Oxford, Lehmans and Johns roads. The s42(A) report (para 265) points out that final road layouts will be "determined at subdivision consent stage" and we support this approach. With an appropriate layout and urban design elements agreed with the Council as part of any new housing development, new local roads can enable people to connect in all directions.
- 15) These new roads and paths should be designed to provide connectivity for active users, including via the link indicated through to Oxford Estates and Acacia Ave. Key links will be to Te Matauru primary school via Johns Road, and to the town centre via High Street.
- 16) The report (para 262) cites a report by Mr Binder, who relates the necessary provision of new walking and cycling infrastructure, and possible public transport, to a new "primary" road along with possible medium density housing. In our view a new subdivision should provide for these elements through the appropriate policies, activity rules and built form standards agreed in a subdivision plan.
- 17) We consider the ODP diagrams could better reflect that the connections currently shown in linear form are broad directions, with flexibility for developers to collaborate with the Council when determining final layouts.

18) We agree with the cited concerns of Mr Jolly (para 264) about the provision of green space, a community focal point and active transport connections. We support these required design elements but consider they do not depend on a rectilinear form.

Dr Nick and Mrs Cilla Taylor

Oxford Road, Rangiora

13 August 2024