

**BEFORE THE INDEPENDENT HEARING COMMISSIONERS APPOINTED BY
THE WAIMAKARIRI DISTRICT COUNCIL**

UNDER the Resource Management Act 1991 (RMA)

IN THE MATTER of a submission under clause 6 of the First Schedule of the RMA by Alistair John Dugald Cameron in relation to the proposed zoning of an eight hectare lot located on the eastern side of the Ashley township and being Lot 1 DP 394101 RT 376526

AND

IN THE MATTER

OF Council Officer's Preliminary Response (s42A) to written questions on Large Lot Residential Rezoning on behalf of Waimakariri District Council dated 27 June 2024 by Mark Buckley

**STATEMENT OF SUPPLEMENTARY EVIDENCE OF PETER LLOYD
GLASSON**

04 JULY 2024

Introduction, Qualifications and Experience

- 1 My name is Peter Lloyd Glasson.
- 2 I hold degrees of BSc (Botany), Bachelor of Town Planning (including Environmental Planning), and Master of Environmental Science with Honours all from the University of Auckland.
- 3 My professional resource management experience is outlined in my Statement of Evidence in Chief submitted earlier to the Waimakariri District Council.
- 4 I have been asked to prepare this Statement of Evidence in response to the specific issues raised in the s42A report prepared by Mr Mark Buckley for the Waimakariri District Council.
- 5 I state that I continue to abide by the Code of Conduct for Expert Witnesses as set out in my primary evidence dated 04 March 2024.
- 6 I am authorised to give this evidence in relation to the request for rezoning of 2 Auckland St, Ashley, the relief sought contained in the submission by Mr Alistair Cameron.

Scope of my Evidence

- 7 There have been three documents produced in relation to the rezoning request since our original evidence was lodged:
 - a) the original s42A report by Mr Mark Buckley dated 23 May 2024;
 - b) Minute 27 from the Hearing Panel containing questions specific to the Ashley rezoning request; and
 - c) Council Officer's Preliminary Response to (above) written questions dated 27 June 2024.
- 8 This Supplementary evidence addresses issues raised in the original s42A report (7(a) above). In particular:
 1. Outline Development Plan
 2. Engineering Servicing Issues, including
 - a) Water pressure
 - b) Stormwater sizing

c) Wastewater layout & pump stations

3. Roading Issues

9 My Supplementary evidence also addresses matters raised in the two subsequent reports specifically relating to the rezoning of land at Ashley (Panel's questions (Paragraph 7(b) above)):

a) Page 23: Para 301, 308-309: ODP

b) Page 23: Paras 306 and 313: Public Transport

c) Page 24: Para 308: LLZR Overlay

d) Page 24: Para 310: Overall recommendation and conditions

Evidence in Response to s42A Report

Outline Development Plan

10 In the original s42A report, Mr Buckley raises the matter of the ODP and comments that:

a) *"No ODP for the site has been provided as part of the submission and the subsequent technical information."* (paragraph 301)

b) *"Provision of an ODP is accordance with the criteria in SUB-P6;*

i. Provision for public reserve;

ii. Demonstrate the adequate sizing of the stormwater management areas; (paragraph 308)

c) *An updated ODP supplied in accordance with the requirements of SUB-P6;* (paragraph 309 (1))

11 In addition, the following questions were asked by the Panel:

"Would subdivision plans not show more detail than an ODP? If so, why would an ODP now be needed? Why do all developments/ODPs need to identify land for community facilities, parks etc if they are adequately catered for in adjoining areas? Further, is it appropriate to address matters through conditions in the rezoning as suggested in para 309? Are these things not just standard matters addressed by the subdivision process?"

- 12 In this specific situation, the land requested to be rezoned at 2 Auckland Street, Ashley, is relatively small (only eight hectares); has three road frontages; and is contained within one single land title. Larger proposals to rezone land often involve multi ownership situations and the provision of other services (community facilities, commercial land, etc) that are not relevant to this rezoning request.
- 13 An ODP, while not showing actual lot position and sizes, does show key but *generalised* development detail *within* the land to be rezoned, along with the interconnectedness with surrounding land and properties. Specifically this is useful in an urban design sense in identifying features, including the position of overall connections with surrounding land, and specifically: roading; walking and cycling connections; services (potable water, stormwater, wastewater); reserves; location of other community services; areas of special features to be retained e.g. prominent trees; areas of building hazard; and with respect to larger areas to be rezoned – areas of land to be rezoned commercial.
- 14 Given the reasons in paragraph 12 above, it was decided that only a scheme plan of subdivision be prepared, rather than an Outline Development Plan. This was on the basis that a scheme plan of subdivision would show more detail than an ODP within the land to be rezoned. Generally, however, a scheme plan of subdivision does not show any relevant off-site (connecting) detail.
- 15 The Proposed District Plan now requires the preparation and submission of an ODP to Council (Rule SUB-P6) prior to an application for even self-contained subdivisions such as the one proposed. Rule SUB-P6 lists the criteria for ODPs.
- 16 So while, for the reasons outlined above, it was not considered necessary to produce an ODP for the site, an ODP has now been prepared and this is attached (**Appendix 1**). I consider that the ODP attached complies with the criteria listed in Rule SUB-P6.
- 17 The attached ODP can also be considered in conjunction with the draft scheme plan of subdivision attached to my original evidence in chief.
- 18 In relation to reserves, I note I have been involved in providing assistance on numerous subdivisions, and the provision of reserves is always ultimately a decision of the Council, made after considering the existing and type of reserves within the locality close to land to be

subdivided. Where the Council deems that sufficient reserves are already provided then a cash in lieu condition will be imposed on the subdivision consent. If the Council deems insufficient reserves exist in the locality then land will be required to be set aside within the development.

- 19 In this case, the ODP shows (or confirms) the provision of a reserve in the south-eastern corner of the Property. This location has been selected as it immediately abuts the stormwater management area (which can also be used for passive recreation except in times of stormwater events); and it is also directly across Lower Sefton Road from extensive Canterbury Regional Council land, including the Ashley River itself, all of which are further passive and active recreation options.
- 20 Mr Buckley's report also recommends: "*Rethinking the roading layout in the northern corner of the site*" (paragraph 308). This matter was originally raised by Mr Binder and is in accordance with the more modern design approach of not providing rear sites in new subdivisions – an approach I personally disagree with. Of course, this level of detail is not shown on an ODP and is, therefore, a matter that can be addressed at the time of the subdivision consent application.
- 21 An additional question from the Panel stated: "*In light of your generally positive evaluation, is an alternative that the LLZR Overlay is applied to the site, particularly in the absence of an ODP?*"
- 22 I have addressed above the matter of the need – or otherwise – of an Outline Development Plan with respect to the development of this particular property. However, I consider that with the attached ODP, the required ODP criteria have now been satisfied, and the rezoning of the Property to Settlement Zone can now be fully considered.

Road Widths

- 23 In the original s42A report, Mr Buckley also raises the matter of existing road widths:
- "Increasing the road width of Auckland and Canterbury streets;"* (para 308)
- "Required upgrades to roading network"* (para 309)

- 24 In the specialist report of Mr Binder, Senior Traffic Engineer, it is stated that Auckland and Canterbury Streets may need to be widened.
- 25 Further upgrades of the wider roading network may be required and Mr Cameron accepts that discussions will be held with the Council prior to the submission of the subdivision consent application to determine what upgrades of the roading network are required and what level of cost contribution levy will be paid by him. I consider that the appropriate stage for the finalisation of this matter is during detailed design in the preparation of the scheme plan of subdivision.

Servicing

- 26 Servicing matters have been raised by Mr Buckley (paras 308; 309):
- a) Consideration around sizing of wastewater network connection into the Council system;*
 - i. The development should only continue where there is a wastewater connection into the Cones Road pump station;*
 - b) Addressing the water supply pressure issue;*
- 27 As set out in my evidence in chief, the proposal to rezone (or rather proposals to subdivide) the property has been discussed with Council on numerous occasions over the previous many years, and specifically with respect to the servicing of the site. In essence, this is a “shovel ready” project that presents no barriers to the servicing of the site.
- 28 Mr Clem Maloney submitted evidence in chief and has now provided additional supplementary evidence addressing the above servicing matters (**Appendix 2**).
- 29 Mr Maloney has confirmed that a high pressure water main network can be constructed within the Property for the new development.
- 30 In respect of the wastewater reticulation network, there are two matters identified as needing to be addressed. However, the specific wastewater gravity reticulation network within the Property itself is a matter that can appropriately be addressed at the time of the subdivision consent application, although the general location is shown in the ODP.

- 31 The ODP shows a sewer pump station at the south-western corner of the Property.
- 32 Two alternative routes are possible for the transference of sewage from Ashley Village to the Council's Cones Road pumping station. There has previously been preliminary discussions with the Council regarding both these routes, which Mr Cameron accepts must be concluded prior any development. However, Council has corresponded that it has sufficient capacity to accept the sewage from the proposed rezoning.
- 33 Mr Maloney has also calculated the sizing of the stormwater management area stating that:
- "Discharge modelling was undertaken using the Autodesk SSA modelling package. This modelling allowed for the size of the ponds required to be determined and these will cover an area of approximately 3,400 m². The proposed first flush pond will cover an area of approximately 2,000 m² and hold a volume of approximately 2,230 m³ and the proposed attenuation/infiltration pond will have an approximate area of 1,400 m² and volume of 1,370 m³."*
- 34 These calculations accord with the stormwater management area shown on the attached ODP.

Transport Options

- 35 A further Panel question states: *"You quote Mr Binder in para 306 as stating that there is no funded public transport available for Ashley Village. You then conclude in para 313 that the site is in close proximity to the public transport park and ride facility.*
- How do you reconcile the statement in bullet point 3 of para 313 with Mr Binder's statement "Relative to the other submissions in this tranche, I consider that Ashley township is "better served" with regards to active modes but do not consider it "well served," certainly not as urban environments should be in the context of the NPS-UD."*
- 36 I have attached (**Appendix 3**) an aerial photograph showing the relative proximity of the Ashley village to the northern edge of the Rangiora township. The red line shows the location of the dedicated cycleway between the Ashley village and Rangiora. I have personally cycled this

cycleway many times and can attest to its quality and safety. The cycleway provides a 3.5 kilometre route to the River Road dedicated "Park & Ride" facility. I can therefore conclude that Ashley Village is sufficiently well served with respect to an active mode i.e. the cycleway; but not funded public transport.

- 37 The nearest public funded transport is the Park & Ride facility on River Road. It is uncertain whether the addition of eighty residences at the Ashley Village (existing population: 2410) would encourage the extension of public bus services from the River Road Park & Ride facility to the Ashley Village. However, while I am not aware of the criteria for extending bus services, I note that there are existing bus services to smaller regional population outliers such as Waikuku Beach (population: 1080), Southbridge (population: 1010), Burnham Military camp (population: 1146), and even to Mcleans Island and the Orana Wildlife Park (an extension to the bus service from the Harewood roundabout of approximately 11.0 kms).
- 38 My point is that there seems a much greater chance of an extension of public bus services to the likes of Ashley Village than there is to the smaller rural townships of Waimakariri such as Ohoka, or to the proliferation of rural residential development throughout the Waimakariri District.

ODP vs Resource Consent Application for Subdivision

- 39 One of the questions from the Commissioners states: "*You have recommended that the submission be accepted in part. Exactly what is your recommendation to the Panel? If it is a rezoning to SETZ as indicated in your para 313, then what do you mean in para 309 that the following conditions need to be addressed in the rezoning? When do these conditions need to be met?*"
- 40 I consider that the issues that should be addressed, as part of the rezoning request, have been resolved. Some matters are matters of detailed design and can properly be left until the preparation of the resource consent application for subdivision and further detailed discussion with Council officers have been undertaken.

41 But on the basis that the answers provided above address the concerns raised in the s.42A report, it is understood that Mr Buckley's recommendation should now be to support the rezoning.

Overall Conclusion

42 The submission seeks to rezone eight hectares of Rural zoned land from RLZ to SETZ.

43 It is my opinion that for a development with the characteristics of this Property, the provision of an Outline Development Plan is somewhat unnecessary for those reasons I have outlined earlier. However, the ODP is now provided in accordance with Rule SUB-P6.

44 Ashley Village is very close to the Rangiora township and is in fact only 3.5 kilometres from the northern Park & Ride facility on River Road in Rangiora. While there is no public transport into the Ashley Village, I consider that its proximity to Rangiora, with the developed cycleway, and especially to the Park & Ride facility, provides a good connection to public transport.

45 I consider that all of the issues that should be addressed at a rezoning stage (compared with the detailed subdivision consent stage) in relation to servicing and roading have been sufficiently addressed.

46 I also consider that some of these matters outlined in the s42A report cannot be finalised until the subdivision consent application is finalised. This is the process that is commonly employed and which I am very familiar with, in respect of relatively straightforward land developments such as the one proposed.

47 In my opinion, there is no resource management reason why the Property should not be rezoned to SETZ.

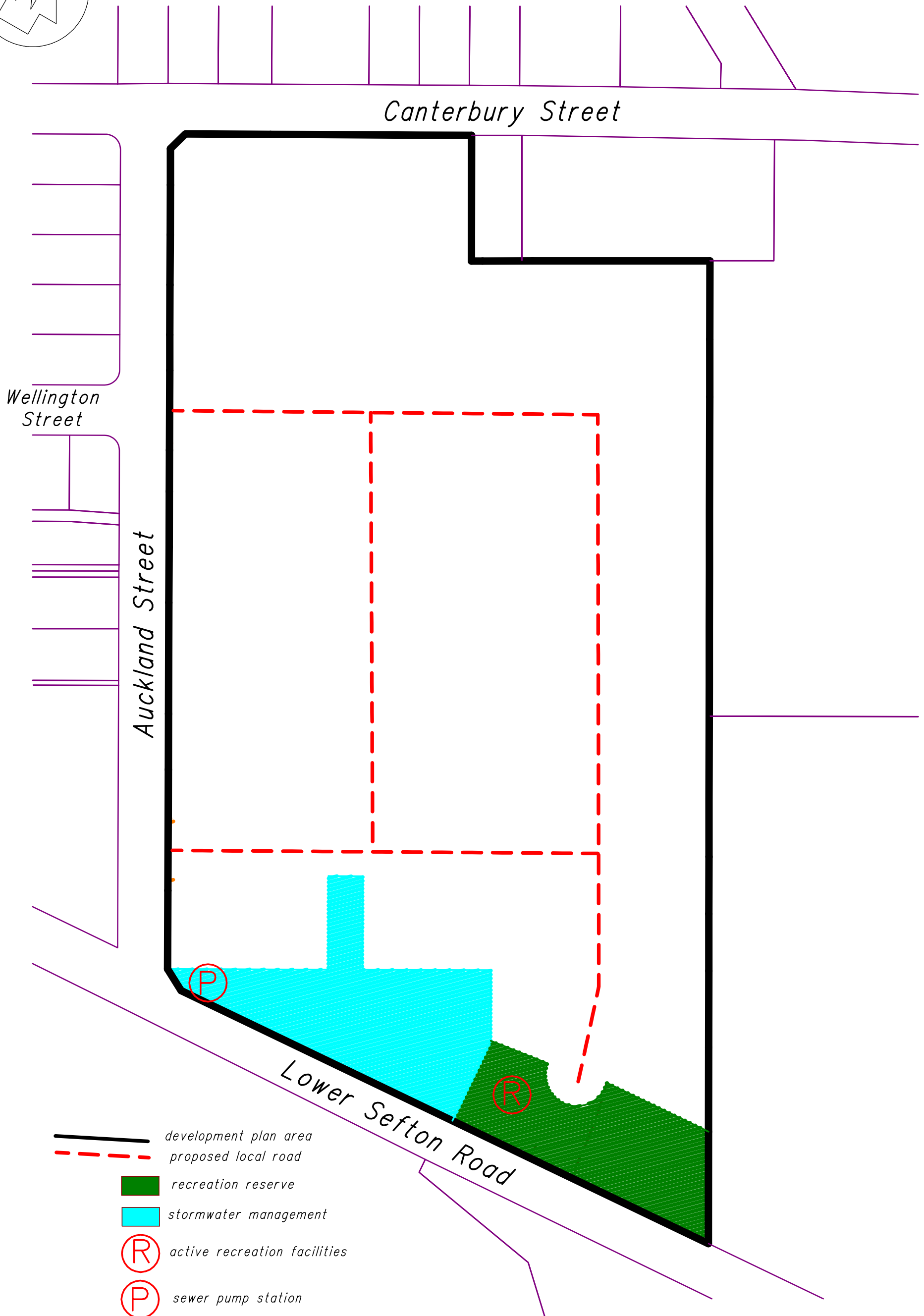
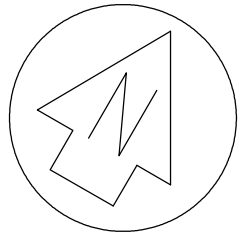


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Peter Glasson

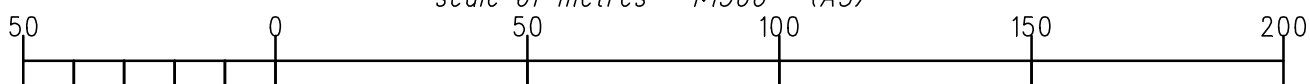
04 July 2024

Outline Development Plan



- development plan area
- proposed local road
- recreation reserve
- stormwater management
- active recreation facilities
- sewer pump station

scale of metres - 1:1500 - (A3)



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MEMORANDUM

Project:	2 Auckland Street, Ashley	Author:	Clement Maloney
Job no:	37211	Date:	2 July 2024
Subject:	Servicing Clarifications		
Issued To:	Hearings Panel (Waimakariri District Council)		

Dear Commissioners,

Please find below a summary of the servicing options for the proposed development at 2 Auckland Street in Ashley.

Stormwater

Stormwater reticulation will be designed in accordance with the WDC ECOP, the Christchurch City Council Waterways, Wetlands and Drainage Guide (WWDG) and engineering best practice.

Stormwater runoff from lots and roads will be collected via a new gravity reticulation, including roadside sumps, for transport to the proposed stormwater management area which will consist of a standard two-pond first flush treatment and attenuation system which will include both discharges to ground and discharge to the existing drain located along the western boundary of the proposed site. This existing drain collects stormwater from other parts of Ashley Village and is a WDC stormwater drain.

Indicative sizing and discharge modelling indicates that the proposed system will reduce both the post-developed discharge rate down to pre-developed levels while also reducing the overall discharge volume for the post-developed situation to less than the pre-developed levels for all storm events up to and including the 50-year ARI 48-hour rainfall event.

Discharge modelling was undertaken using the Autodesk SSA modelling package. This modelling allowed for the size of the ponds required to be determined and these will cover an area of approximately 3,400 m². The proposed first flush pond will cover an area of approximately 2,000 m² and hold a volume of approximately 2,230 m³ and the proposed attenuation/infiltration pond will have an approximate area of 1,400 m² and volume of 1,370 m³.

Wastewater

The sanitary sewer network will be designed, in accordance with the WDC ECOP, to service all lots in the development.

The proposed sewer reticulation will consist of new gravity reticulation servicing the proposed residential lots, discharging to a new sewer pump station and rising main discharging to council reticulation located on Cones Road.

Written confirmation has been given from WDC that the council reticulation located on Cones Road has capacity for the proposed development.

Figures 1 and 2 below show two potential routes for the proposed rising main.



Figure 1: Potential Rising Main Route (Not to scale).



Figure 2: Potential Rising Main Route (Not to scale).

All works will be designed and constructed in accordance with the WDC ECOP. Final details and detailed design will be provided through the engineering approval process.

Water Supply

A high-pressure water main network will need to be constructed within the proposed development site to service the proposed residential lots. A new water supply main, including fire hydrants, will need to be installed by the developer with connections to the existing Hurunui District Council (HDC) reticulation located within Auckland Street and Canterbury Street.

HDC modelling is still to be undertaken, but discussions with Council indicate that water quantity is not an issue for supply. However, the need to upgrade reticulation, and the extent of this upgrade, will only be known once detailed modelling has been completed.

Fire hydrant spacing will be in accordance with SNZ PAS 4509:2008 – New Zealand Fire Service – Fire Fighting Water Supplies Code of Practice.

Final detailed design will be in accordance with the HDC DES and SNZ PAS 4509:2008 – New Zealand Fire Service, Fire Fighting Water Supplies Code of Practice.

If you have any questions regarding the above, please do not hesitate to contact the undersigned.

Yours faithfully,

DAVIS OGILVIE & PARTNERS LTD



Clement Maloney

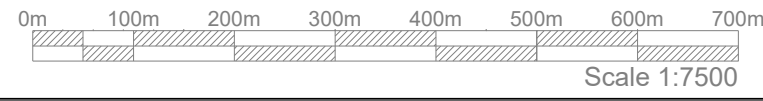
Senior Civil Engineer

BE Civil, MEngNZ

Email: clement@do.nz

APPENDIX 3:

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Legend:

Existing Cycleway ———

Proposed Cycleway ———

A	07/24	Plan / Map	RB
/ issue	/ date	/ reason	/ approved

CAD ref: 1

**Dedicated Cycleway Route:
Ashley Township to Park & Ride**

/ design FH	/ drawn FH	/ QA check PG	/ dwg 300
/ scale @A3 1:7500	/ date 07/24	/ file 37211	/ issue A