

SUMMARY OF EVIDENCE OF PATRICIA HARTE

IN SUPPORT OF SUBMISSION OF DONCASTER DEVELOPMENTS REQUESTING REZONING OF LAND AT NORTH-WEST RANGIORA

Background

Doncaster Developments have owned the site on the north-west corner of Rangiora adjoining Lehman's Road since 2010 and have attempted to have it rezoned through various planning and policy processes over time. Doncaster Developments Ltd are a subsidiary company of Suburban Estates who have significant experience in residential development in Canterbury, including the adjoining Arlington residential and commercial development in Rangiora.

Zoning

The 13ha site is currently zoned Residential 4A in the Operative District Plan and Large Lot Residential in the Proposed District Plan. When Doncaster prepared their submission they had an indicative subdivision layout based on the road alignments contained in the North-West Rangiora Outline Development Plan. This layout contains 105 lots from 400-700m². This approach is not specifically provided for in the Proposed District Plan, however I understand that Doncaster chose the General Residential Zoning as the closest fit.

When technical reports and evidence were being prepared a decision was made to assess denser development based on MDR zoning as this would ensure the assessments would be robust. I understand it was also considered that MRZ zoning would potentially provide a degree of flexibility for future development of the site.

Essentially the submitters are seeking a bespoke General Residential Zoning with flexibility that provides for the 38 lots 400 and 500m² lots contained in the indicative subdivision layout which do not meet the 500m² size for the General Residential Zone.

The area falls within the North West Rangiora Development Area which has its own outline development plan.

Location and Outline Development Plan

The Doncaster site effectively completes the fourth corner of Rangiora. The west boundary of the site fronts Lehman Road with the Rangiora Racecourse on the northern boundary. The south-eastern side is edged by two parallel lines of the 220KV National Grid Transmission lines corridor. The lines and their buffer areas create a separation of approximately 40m between the Doncaster site and the Arlington development.

Doncaster have prepared a revised Outline Development Plan for the site which contains the following elements:

- A road network with two primary access locations, one on the western edge from Lehman's Road running south/southeast through the site under the powerlines and the other along Parrott Road providing a connection through to the Arlington development via Sandown Boulevard.

- There is an internal loop road and Parrott Road, south of the transmission lines will provide the main link through to Arlington. In the future it is possible that Parrott Road will be formed both to the north-east and south west should the planned northern bypass be activated.
- There are extensive open space areas under the transmission line corridor and a local reserve in the centre of the rezoned area. The corridor reserve areas are anticipated to serve both the Doncaster residents as well as neighbouring residents.

Technical assessments

The various technical assessments prepared for Doncaster have found no issues that would prevent or even limit future development of this area for residential purposes. This suitability of the site for residential zoning has been confirmed by the Council's technical staff in the Section 42A Report on the Doncaster submission.

The only issue raised relates to the off-site impact on the surrounding road network. This matter is to be addressed in detail by Ray Edwards. From a general planning perspective and from familiarity with commuter habits I expect future residents will choose the most convenient route to central Rangiora or other daily trips based primarily on time and the user-friendliness of intersections. This is likely to change over time. On this basis and the modelling undertaken by Mr. Edwards I consider the estimated increase in traffic generated by the proposed development will not result in adverse effects justifying rejection of the Doncaster submission. Neither do I consider that a road link through to West Belt is necessary to avoid adverse impacts of traffic generation on existing roads.

New Outline Development Plan

I have prepared a revised outline development plan for North West Rangiora which is attached to my Supplementary Evidence. This revised outline development plan is intended to **replace** the existing North West Rangiora ODP which extends further east and south and provides for the Arlington commercial and residential areas. These areas have been fully developed and in my opinion therefore no longer need to be subject to an outline development plan. Accordingly, the revised ODP only covers the Doncaster site. A specific built form standard is now proposed to provide to be included in the ODP to provide for the 38 sub-500m² lots illustrated in the Indicative subdivision layout.

Policy framework

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

NPS-UD Implementation - Providing development capacity and Responsive planning

Clause 3.2 requires Waimakariri District Council to provide at least sufficient development capacity to meet expected demand for housing. This supply is to be in existing and new urban areas, provide for standalone and attached dwellings and is in the short, medium and long term. To be sufficient it

needs to be plan-enabled, infrastructure-ready and feasible. This North West Kaiapoi site meets all these requirements. The evidence of Mr. Heath details the demand and supply situation for the District and for Rangiora including demand for a variety of housing types. Infrastructure is either present in the vicinity or can be extended (at the cost of the developer) to the site.

Clause 3.4 specifies that in relation to medium term capacity this should be provided for within a **proposed** district plan. This is exactly what the submitters are seeking.

Clause 3.8 applies to situations where a plan change provides significant development capacity that is not currently enabled in a plan. I agree with Mr. Wilson that logically this approach should apply to a rezoning submission to a proposed Plan. Regarding capacity, 105 lots in my opinion is significant. In these circumstances the Panel needs to have particular regard to whether this capacity will contribute to a well-functioning environment and is well connected to transport routes.

In my opinion the well-functioning environment criteria are met. Specifically:

- The General Residential zone with provision for 38 smaller lots is intended to provide for a range of housing types and densities and the submitters plan to provide for this variety in their development.
- The location of the submitter's land will enable relatively easy access to jobs, community services and open space and the park and ride facility as well as numerous routes for active transport. This includes ready access to a range of open space areas within the development itself.
- The scale of this development is anticipated to create opportunities and choices for people seeking housing and therefore to support a competitive housing environment in Rangiora and greater Christchurch.
- There is some potential for reduced greenhouse emission through a compact urban form. The site is relatively close to some community facilities and schools and is near a park and ride facility between Rangiora and Christchurch City.

Canterbury Regional Policy Statement

Chapter 6 of the CRPS focuses on responding to earthquake related demand with an emphasis on limiting new development to areas identified on Map A as revised in 2021. Since that time there has been, and continues to be a strong, ongoing demand for housing in Rangiora where a range of housing is available. While additional Future Development Areas were added to Map A in the CRPS these are either already, or likely in the near future, to be developed for housing. The CRPS was updated again in 2022 to incorporate housing bottom lines but did not amend Map A.

The NPS-UD and in particular Policy 8, directs councils (including regional councils) to be responsive to plan changes even if this is not anticipated by an RMA planning document. Given the pathway contained in Policy 8, I consider the now out of date Map A provision should not hinder new areas being rezoned as part of the 10 yearly review of the District Plan where they satisfy all relevant criteria. This view is supported by CRPS Policy 6.3.11 Monitoring and Review which provides for new greenfield priority areas in para (5) subject to meeting criteria relating to infrastructure, urban

consolidation, and avoidance of floodable areas. These are all met or addressed by the proposed rezoning of North West Rangiora. Policy 6.3.12 Future development areas also appears to provide for additional Future Development Areas where monitoring indicates the need for these, as would appear to be case for Rangiora.

Proposed Waimakariri District Plan

The Strategic Objectives and policies of Proposed Waimakariri District Plan are based in part on the NPS-UD. The criteria for new residential development areas are contained in Urban Form and Development Policy UFD-P2 as follows:

- occurs in a form that concentrates, or are attached to, an existing urban environment and promotes a coordinated pattern of development: **Doncaster adjoins the Arlington commercial and residential area**
- occurs in a manner that makes use of existing and planned transport and three waters infrastructure: **The development will connect to existing services**
- have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; **A range of accessibility is available including reserves, walkways and the park and ride facility**
- concentrate higher density residential housing in locations focusing on activity nodes such as key activity centres, schools, public transport routes and open space; **Doncaster are not proposing high density**
- take into account the need to provide for intensification of residential development while maintaining appropriate levels of amenity values on surrounding sites and streetscapes; **Doncaster intend to base their development on this approach**
- are informed through the development of an ODP; **ODP provided**
- supports reductions in greenhouse gas emissions; **Some limited reduction may occur with use of the park and ride facility**
- are resilient to natural hazards and the likely current and future effects of climate change as identified in SD-O6.- **No natural hazards in the vicinity**