

1 July 2021

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Christchurch City Council submission on the Private Plan Change 78 Request to rezone land from Rural Inner Plains to Living Z zone, Rolleston.

Introduction

1. Christchurch City Council (the Council) thanks Selwyn District Council for the opportunity to provide comment on Plan Change 78. The request seeks to rezone approximately 63.326 hectares, which could result in providing for up to 756 residential allotments. The site is within the projected infrastructure boundary in the Canterbury Regional Policy Statement.

Summary

2. The Council is neutral for this plan change, although seeks that the plan change be amended to address:
 - a. The potential wider transport effects on Christchurch City; and
 - b. Residential density; and
 - c. Social and Affordable Housing.
3. Christchurch City Council (thereafter referred to as “Council”) is supportive of growth in the towns in Selwyn District to support the local needs. Council has and continues to be supportive of the work that Selwyn District Council has undertaken in conjunction with the other Greater Christchurch Partners on urban form and anticipated density for development opportunities to provide for a compact and sustainable urban form.

Wider transport effects on Christchurch City

4. The Statistics New Zealand 2018 Census data identifies that for Rolleston South East, 1,272 (72%) of people leave for work or school. Of these, 591 people travel into the Christchurch City Council rohe which equates to approximately 46%. The primary mode of transport is private car, truck or van. In order to reduce the transport effects on Christchurch City and greenhouse gas emissions from commuting from residential developments in Selwyn, the Council seeks that residential development have good accessibility by a range of transport modes, including public transport. This also aligns with Policies 1(c) and (e) of the National Policy Statement on Urban Development.
5. On Page 6 of the Plan Change request under the public transport heading, the proposal states *“the establishment of a new primary and secondary school are anticipated to result in improved public transport in the area.”* Without the proposed public transport infrastructure being anticipated or included in the Selwyn District Council Long Term Plan 2021 - 2031, Council is unclear how the provision of school infrastructure will aid public transport. This public transport infrastructure is not identified in section 3.1 of the Integrated Transport Assessment (Appendix D). Additionally, the bus networks provided to support schools

commonly are specific to the school and not open to the public. Paragraph 2.10 of the ITA identifies the nearest bus service to the development as #820 *“which is 730m to the west of the site through Acland Park although as the area is still developing the stops for this service are 900m further away to the north.”* This distance would likely be at least 10 minutes to walk. Also the #820 route is an hourly service and not a direct service to Christchurch.

6. On page 12 of the Plan Change request under the heading Policy 1 – planning decisions, the proposal states that *“given that the rezoning is providing for growth reduced greenhouse gas emissions can be achieved through a compact urban form, proximity to community and business services and reduced reliance on vehicle travel.”* Council is unclear how this addition traffic volume will support reductions in greenhouse gas emissions without a funded and implemented public transport network.
7. The Council seeks an urban form and development controls to ensure a funded and implemented public transport system to service the site, including connections to Christchurch City, prior to any residential development.

Density

8. The proposal seeks a minimum density of 12 households per hectare. The Council seeks a higher minimum density requirement of 15 households/hectare. This is consistent with the Greater Christchurch Partnership’s report on density. Increased densities would better achieve efficiencies in coordination of land use and infrastructure, support mixed land use, support multi-modal transport systems and protect the productive land resource.

Social and Affordable Housing

9. The Greater Christchurch Partnership are working together on developing a Social and Affordable Housing Action Plan. The Council request that the relevant recommendations of the Social and Affordable Housing Action Plan be incorporated in the Plan Change.

Relief Sought

10. Council is neutral for this plan change, although seeks that the plan change be amended to include the matters outlined above.

Thank you for the opportunity to provide this submission.

No Council cannot gain an advantage in trade competition through this submission;

Yes Council would like to be heard with regards to this submission (we may revise this position once all submissions and further submissions have been reviewed);

Yes Council would consider presenting a joint case with any submitters who raised similar points.

For any clarification on points within this submission please contact Emily Allan, Senior Policy Planner, at emily.allan@ccc.govt.nz

Yours faithfully



Jane Davis

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