

Before the Hearing Panel  
Appointed by Waimakariri District Council

Under the Resource Management Act 1991

In the matter of a hearing on submissions on the proposed Waimakariri District Plan

Hearing Stream 12: Rezoning

MacRae Land Company Limited

Submission Number: 409

Further Submission Number: 113

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**Summary Statement of evidence of Terri Anne Winder**

22 July 2024

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## Summary Statement of Evidence

### Introduction

- 1 My name is Terri Anne Winder.
- 2 I prepared a statement of evidence dated 5 March 2024 in relation to planning concerning amendments sought by MacRae Land Company Limited (**MLC**, Submission: 409) to the provisions for the existing Development Area at Mill Road, Ohoka (**Mill Road Development Area**) of the proposed Waimakariri District Plan (**the PWDP**).
- 3 My qualifications and experience have been outlined in my statement of evidence. I repeat the confirmation given in that statement that I have read and agree to comply with the Code of Conduct for Expert Witnesses in the Environment Court.
- 4 My statement of evidence details a site description and provides the background to PC17, and these have been elaborated on by Ms Sarah Eveleigh. Ms Eveleigh also provided a summary of the amendments sought to the MILL provisions.
- 5 Ms Eveleigh explained that further development of the Mill Road Development Area is currently impeded by the ownership structure of Kintyre Lane preventing the lane from becoming a public road or accessed by additional allotments within the Mill Road Development Area. As such, Ms Eveleigh outlines that access to the Mill Road Development Area is currently entirely reliant on Lot 200 being formed as a local road, and would benefit from an alternative connection from Threlkelds Road.
- 6 As such, I will not traverse these points any further within this summary.
- 7 What follows is a summary of the Section 32AA planning assessment.

### Summary of the Section 32AA planning assessment

- 8 No amendments are sought to the objectives of the PWDP relevant to the Mill Road Development Area.
- 9 The proposed amendments sought include:
  - (a) Replace Density Area A located within the center of the Mill Road Development Area with Density Area B.
  - (b) Reduce the minimum allotment size for Density Area B from 4,000m<sup>2</sup> to 2,500m<sup>2</sup>.

- (c) Remove the “character street with landscaping & planting provisions” from the Mill Road Development Area.
  - (d) Provide a new Local Road with potential primary pedestrian and cycle route from Threlkelds Road to the Mill Road Development Area.
- 10 For the avoidance of doubt, while noted at [316] of the Officer’s s42A report, MLC no longer propose to reduce the 1ha minimum allotment size for Density A with my evidence indicating this at [23(b)].
  - 11 The proposed amendments serve to uphold the provisions outlined in the PWDP pertaining to the Mill Road Development Area. Particularly as the maximum number of allotments (81) and the minimum average allotment size (5,000m<sup>2</sup>) for the Mill Road Development Area requirements remain unchanged, as does the minimum average allotment size (5,000m<sup>2</sup>) for subdivision within the Large Lot Residential Zone.
  - 12 Consequently, these amendments ensure the anticipated overall density of the Mill Road Development Area, which is envisaged by the PWDP and approved under PC17, is achieved. This preservation of density aligns with the intended rural character expected at the Large Lot Residential Zone and Rural Zone interface, while enabling efficient land use.
  - 13 Notwithstanding, the Mill Road Development Area has multiple landowners, who likely will have different development visions. As such, the Mill Road Development Area may not actually reach the maximum density (81 allotments) given that the area comprises properties of various shapes and sizes with existing features and buildings present.
  - 14 Any adverse environmental effects of further subdivision and development within the Mill Road Development Area will be managed by the subdivision and residential matters of discretion of the PWDP. I draw attention to SUB-MCD1 (4) which relates to any effect that the balance area of a residential subdivision will have on the achievement of any required minimum net household density. As well as SUB-MCD2 (2) which relates to the degree of compliance with a relevant ODP, and the extent to which the proposal achieves the same, or better urban design and environmental outcomes, than provided through the ODP.
  - 15 The removal of the street tree character requirements is supported by Landscape Architect, Mr Jeremy Head, from a landscape and visual impact perspective.
  - 16 Given the impediment with Kintyre Lane becoming a public road, it is necessary for Lot 200 to be formed as a local road to provide access to the

Mill Road Development Area. It is also logical to provide a valuable alternative access to the Mill Road Development Area from Threlkelds Road, particularly the eastern side of this area, given the limitations of Kintyre Lane. These access points foster compact and coordinated urban form, and a well-connected, accessible, safe, and efficient transport system for all transport modes. Transport Engineer, Mr Andy Carr, supports both Lot 200 and a Threlkelds Road connection from a traffic safety and efficiency perspective.

- 17 The objectives and provisions of the PWDP enable the development of the Mill Road Development Area in a manner that upholds sustainable management. The proposed amendments will continue to achieve the outcomes sought by the overarching objective and policy framework of the PWDP.
- 18 Overall, the benefits of the amendments outweigh the costs. Particularly, a greater range of allotment typologies with some smaller allotments balanced by some larger allotments, without undermining the Mill Road Development Area's maximum density and minimum average allotment size requirements. Additionally, the two proposed roads enable the Mill Road Development Area to proceed in accordance with the relevant transport standards of the PWDP and to be appropriately served from a transportation perspective given the limitations of Kintyre Lane.
- 19 The risk of not acting on the amendments sought are low as the Mill Road Development Area could continue to be developed generally in accordance with the relevant provisions of the PWDP.

### **Conclusion**

- 20 I retain my position that from a planning perspective the amendments sought to the MILL provisions:
  - (a) are the most appropriate way to achieve the overarching objectives of the PWDP; and
  - (b) provide a positive outcome for the Mill Road Development Area.

**Terri Winder**

Dated this 22<sup>nd</sup> day of July 2024