

## **SUBMISSION TO THE PROPOSED WAIMAKARIRI DISTRICT PLAN 2021**

**TO:** Proposed District Plan Submission  
Waimakariri District Council  
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**SUBMISSION ON:** Proposed Waimakariri District Plan 2021

**NAME OF SUBMITTER:** DEXIN Investment Limited

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## 1.0 INTRODUCTION

DEXIN Investment Ltd's (**DEXIN's**) submission is made on the Proposed Waimakariri District Plan (**proposed WDP**) regarding the land zoned Special Purpose Zone (Pegasus Resort) (**SPZ(PR)**). The purpose of this submission is to both support the provisions and seek amendments to the extent of zoning of the SPZ(PR), as well as to seek further amendments to the SPZ(PR), including amending the proposed ODP, Design Guidelines and plan provisions.

The key purpose of the submission is to incorporate an additional site (1250 Main North Road and small adjoining areas of land - **the subject site**) into the SPZ(PR). **Appendix A** illustrates the land owned by DEXIN proposed to be included within SPZ(PR).

A central theme of DEXIN's submission is that it supports, in part, the rezoning of land contained within the SPZ(PR) zone boundary. However, DEXIN considers that the SPZ(PR) should be extended to encompass the site at 1250 Main North Road, which has recently been purchased by DEXIN, and several small adjoining areas of land. The inclusion of the subject site should be underpinned by extending the SPZ(PR) ODP to cover the subject site, with the adoption of two new activity areas to provide for a range of agricultural tourism activities and a limited amount of complementary and well-designed medium density residential activities.

Both the proposed tourism activities and residential activities are consistent with the range of activities anticipated in the notified version of the SPZ(PR) and the inclusion of this additional site at the gateway of the wider Pegasus development would serve to further consolidate the Pegasus Resort as a regionally significant tourism destination. It is not seen as a competing tourism location, rather a natural extension of the tourism resort enabled by the SPZ(PR), with wider benefits to be had from agglomerating a broader range of tourism based activities in the same location. **Appendix B** contains a draft Outline Development Plan, to give an initial indication of the extent of the proposed activity areas.

The subject site is currently zoned Rural and the proposed WDP proposes a change in zoning of this site to Rural Lifestyle Zone. This proposed zone is not considered to be an effective or efficient use of land in the context of the future development of the surrounding area. The site is an ideal location for a visitor destination, due to the prominent corner location and immediate proximity to the SPZ(PR). The site is well placed as a flagship entry point into the larger SPZ(PR) zone, as well as providing a gateway to the Pegasus township, drawing traffic off State Highway 1 towards Pegasus Boulevard. DEXIN considers that this site is a natural extension of the SPZ(PR) as it is a corner site directly adjacent to the SPZ(PR), bordered on three sides by the Pegasus Golf Course.

The development context for the site and the design objective has been set out in the 'Pegasus Māketē' document prepared by James Lunday, contained in **Appendix C** to this submission. It is envisaged that the site would become an agricultural tourist destination based around a local farmers market, in the style of Matakana Market (north of Auckland).

It is intended that the market would contain and be supplemented with visitor attractions and associated artisan product sellers showcasing local artisan wines, food and art/craft products and other activities as set out further in this submission. The site's history is intended to be enhanced and initial concepts include the re-creation of a wind and water powered flour mill, to process local grains. Connectivity through the site will be enhanced, with development of pedestrian and cycle links through the site to the rest of the SPZ(PR), with connectivity through to the golf course and Ravenswood Walkway. The existing Taranaki Stream which traverses the site would be enhanced and naturalised, with lake areas extended and stormwater management areas developed.

The main market area on the subject site would be bordered to the north, east and south by residential activity, with a mixture of terraced housing and semi-detached townhouses envisaged, with lot sizes anticipated to be in the realm of approximately 200m<sup>2</sup> - 300m<sup>2</sup>.

Due to the subject site's location directly adjacent to the State Highway and on the corner of a major intersection (adjacent to the State Highway 1/Pegasus Boulevard roundabout) DEXIN has initiated a high-level review of traffic implications and has engaged a traffic engineer (**Abley**) to provide initial transportation advice on potential access arrangements, trip generation and connectivity. **Appendix D** contains the memorandum prepared by Abley, which concludes that expanding the SPZ(PR) to encompass the site at 1250 Main North Road is not anticipated to create significant transportation effects and can be designed to function safely and efficiently in the context of the wider SPZ(PR) and transport network.

Through the preparation of this submission, DEXIN has had regard to the Resource Management Act 1991 (**the Act**), the National Policy Statement for Urban Development 2020 (**the NPS-UD**), the Operative Canterbury Regional Policy Statement 2013 (**the CRPS**), the Mahaanui Iwi Management Plan 2013 (**IMP**), the Waimakariri 2048 District Development Strategy (**WDDS**) and Our Space 2018-2048: Greater Christchurch Settlement Pattern Update (**Our Space Strategy**).

## **2.0 SUBMISSIONS**

### **2.1 SUBMISSION POINT 1 – OVERALL SUBMISSION ON SPZ(PR)**

- 2.1.1 DEXIN **supports in part** the proposed SPZ(PR) as it relates to the wider SPZ(PR) sites, however seeks further amendments to the zone as set out in the submission points below.
- 2.1.2 DEXIN supports the rezoning of the main SPZ(PR) and the general intent of the SPZ(PR) provisions to develop a high-quality tourist destination, centred around the existing golf course.
- 2.1.3 As set out in submission point 2 below, DEXIN seeks to include 1250 Main North Road (owned by DEXIN) into the proposed SPZ(PR). This inclusion will provide for both an agricultural tourism activity area as well as a medium density residential activity area. A map showing this additional land area located to the west of the Pegasus Golf Course boundary is attached to this submission in **Appendix A**.
- 2.1.4 As set out in submission point 3, to achieve the integration of the site at 1250 Main North Road into the SPZ(PR) it is proposed to expand the proposed Outline Development Plan (ODP) to cover the 1250 Main North Road site and small areas of adjacent land. The ODP will include two new activity areas: a residential activity area (Activity Area 7B) to enable the development of semi-detached or terraced townhouses along the northern, southern and eastern boundaries of the site, as well as an agricultural tourism activity area (Activity Area 8) located centrally within the site. A draft ODP has been included as **Appendix B**.
- 2.1.5 To ensure the effective delivery of the intended activities in the expanded ODP area, DEXIN also requests several amendments to the SPZ(PR) provisions, including the introduction, objectives, policies, activity rule framework, built form standards, matters of control/discretion and definitions (submission point 4) to ensure an appropriate range of activities are provided for on the subject site. This will be detailed further in subsequent evidence, and at this preliminary stage is envisaged to include a range of activities, such as farmers market and artisan product sellers showcasing local artisan wines, food and art/craft products, family orientated local tourism attractions (e.g. petting zoo), education, the potential for cultural workshops (e.g. carving), wellness/relaxation, visitor accommodation, events and residential activities.

- 2.1.6 A bespoke set of design guidelines will also be developed for the subject site and incorporated into the notified design guidelines for the SPZ(PR). It is not appropriate to apply the notified design guidelines as-is to the subject site without alteration as 1250 Main North Road is intended to have a complementary yet different design objective. The aesthetic of the development proposed on the subject site is based around the concept of a group of rural buildings in a rural landscape, as opposed to the aesthetic of the notified SPZ(PR) which is based around the character of the existing golf club buildings. Consequently, DEXIN also seeks amendments to the proposed design guidelines for this SPZ(PR) (submission point 5).
- 2.1.7 Associated consequential changes to general District Plan provisions may also be required, as set out in submission point 6. DEXIN seeks any subsequential or like amendments to district wide provisions to ensure that the plan provisions are suitably enabling.

#### **RELIEF SOUGHT**

- 2.1.8 DEXIN seeks that the SPZ(PR) and its associated Pegasus Resort ODP and Pegasus Design Guidelines be adopted, and the relief sought in submission points 2 to 6 of this submission be adopted in full.
- 2.1.9 Any consequential amendments are provided for to give effect to the relief sought by DEXIN in submission points 2 to 6.

#### **2.2 SUBMISSION POINT 2 – INCLUSION OF ADDITIONAL LAND INTO THE SPECIAL PURPOSE ZONE (PEGASUS RESORT)**

- 2.2.1 DEXIN **opposes** the proposed Rural Lifestyle zoning of the site at 1250 Main North Road.
- 2.2.2 DEXIN **supports in part** the extent of the proposed SPZ(PR), as notified.
- 2.2.3 DEXIN seeks to expand the proposed SPZ(PR) zone boundary to include land in its ownership at 1250 Main North Road, that is legally described as PT R S 864 Block VIII Rangiora SD (contained in record of title CB21A/964) (as identified in **Appendix A** to this submission). Limited additional strips of land adjacent to the 1250 Main North Road site will also be included, as shown in the ODP in **Appendix B**.
- 2.2.4 DEXIN considers that adding the 1250 Main North Road site to the SPZ(PR) is a natural extension of the zone. The site was recently purchased by DEXIN and is in an extremely prominent location, ideally suited to the development of a tourist destination. The site is considered to be the gateway to Pegasus Village and has the potential to become a flagship site drawing tourists off the main highway towards the SPZ(PR) and Pegasus township.

#### **RELIEF SOUGHT**

- 2.2.5 DEXIN seeks that the following land parcels be rezoned from Rural Lifestyle Zone under the proposed WDP to SPZ(PR):
- Part Rural Section 864 (contained in record of title CB21A/964).
- 2.2.6 DEXIN seeks that the following land parcels contained within the proposed SPZ(PR) Activity Area 6 (Golf Course) remain within the SPZ(PR), but may necessitate a change to their Activity Area overlay within the SPZ(PR) ODP:
- Part of Lots 97, 208 and 700 DP 417391 (contained in record of title 884357) and
  - Strip of land to the north of the site which is currently a conservation purposes Drain Reserve Red Map 58 (No certificate of title).
- 2.2.7 Any similar amendments with like effect.

- 2.2.8 Any consequential amendments that stem from the amendments in paragraph 2.2.5 and 2.2.7.

### **2.3 SUBMISSION POINT 3 – PROPOSED AMENDMENT TO THE PROPOSED SPZ(PR) ODP**

- 2.3.1 DEXIN considers that extending the SPZ(PR) to cover the subject site also necessitates an amendment to the proposed ODP covering the SPZ(PR) zone so that it can clearly direct development of the subject site in an integrated way with the wider SPZ(PR).
- 2.3.2 As a consequence, DEXIN seeks to develop a proposed ODP for the subject site. While an indicative ODP for the subject site is provided in **Appendix B**, a finalised ODP will be provided through evidence to support this submission at the plan review hearing. The site-specific ODP can then be incorporated into the overarching ODP for the SPZ(PR).
- 2.3.3 DEXIN proposes to develop the proposed ODP with input from key technical specialists including a landscape architect, ecologist, transport engineer, urban designer, economist, archaeologist and infrastructure engineer.
- 2.3.4 Importantly, DEXIN is proposing to underpin the proposed ODP with a detailed and comprehensive suite of technical reports to ensure that the proposed ODP effectively responds to the site and its rural and golf club context in the SPZ(PR), and to develop a set of provisions that appropriately responds to any resource management issues raised by the rezoning response and provides for an efficient use of land. DEXIN seeks relief through this submission to provide this additional technical evidence to underpin the SPZ(PR) ODP extension, with the intention that this technical evidence is circulated and consulted on before convening the hearing on the Waimakariri District Plan review.
- 2.3.5 DEXIN also intends to undertake consultation and engagement with local iwi during the preparation of the ODP, prior to the plan review hearing, in order to discuss incorporating potential walkway connections to the Pā site nearby. DEXIN seeks relief through this submission to provide the outcome of any consultation to underpin the ODP extension, with the intention that the outcome of any consultation is circulated before convening the hearing on the Waimakariri District Plan review.
- 2.3.6 An indicative ODP has been included as **Appendix B**, to provide an initial understanding of how the proposed ODP could progress. This indicative ODP is a preliminary draft, and is subject to change, based on the inputs of the technical experts and process outlined above.
- 2.3.7 The following provides a brief overview of the key matters to be addressed within the proposed ODP:

#### New Activity Areas

- 2.3.8 In developing the proposed ODP, DEXIN will identify activity areas on the subject site that are suitable for agricultural tourism and residential development that integrate with the SPZ(PR) as notified, the adjoining State Highway and surrounding road network.

#### Activity Area 7B: Medium Density Residential

- 2.3.9 It is envisaged that the core of the subject site will be bordered on three sides by residential activity. It is likely the subject site would accommodate approximately 40 houses in the form of terraced housing or semi-detached townhouses. Lot sizes are anticipated to have an average size of 200m<sup>2</sup>-300m<sup>2</sup>, and the appropriate density will be informed by further technical reporting and analysis. Design controls would be developed to ensure appropriate bulk and location controls for the area, such as a maximum height of 16m. Again, these

design details are indicative only and the final design will be based on advice received from appropriate technical experts.

#### Activity Area 8: Agricultural Tourism

- 2.3.10 It is anticipated that the agricultural tourism activity area will cover the majority of the subject site (approximately 16,500m<sup>2</sup>). At this preliminary stage the area is envisaged to include a range of activities, such as farmers market and artisan product sellers showcasing local artisan wines, food and art/craft products, family orientated local tourism attractions (e.g. petting zoo), education, wellness/relaxation, visitor accommodation, special events, and the potential for cultural workshops (e.g. carving).
- 2.3.11 The design intention for this area is based on New Zealand agricultural architecture. Buildings are intended to be larger scale/volume, similar to farm buildings, with a maximum height of 12m. It is envisaged this activity area will retain a high proportion of open space (approximately 50 percent) to ensure the site retains a rural landscape character.
- 2.3.12 It is also envisaged that this activity area will provide for a tall marker structure to signal the mākete. This could incorporate the re-creation of a working mill, or water tower, as the site contains the remains of the original flour mill which serviced the district.

#### Other areas

- 2.3.13 The ODP for the subject site will also incorporate appropriate landscape buffer zones and ecological corridors, lake extensions and stormwater management areas, to ensure any potential adverse effects resulting from subsequent site development are appropriately mitigated.
- 2.3.14 It is also intended that the subject site will contain pedestrian and cycle connections through the site, with potential linkages to the Ravenswood Walkway or to the nearby Pā site, subject to the outcome of iwi consultation.

#### State Highway Connections and Internal Roads

- 2.3.15 It is envisaged that the proposed ODP will identify key access/secondary access points, and will be developed in conjunction with a transport engineer and in consultation with NZTA.
- 2.3.16 An initial review of the proposed ODP and indicative activity types and areas has been undertaken by Abley, to determine a conservative estimate of trip generation and likely implications for the surrounding roading network (refer **Appendix D**). The conclusion of this high-level assessment was that expanding the SPZ(PR) to cover the site at 1250 Main North Road is not anticipated to create significant transportation effects.
- 2.3.17 The access arrangements of the site have been determined by Abley to be satisfactory, with a range of potential access options identified. The final determination on access points will be made following more detailed design, modelling and technical assessment by Abley. Further information will be provided regarding proposed access arrangements prior to the hearing.

#### **RELIEF SOUGHT**

- 2.3.18 DEXIN seeks that the existing ODP covering the SPZ(PR) is amended to incorporate the site at 1250 Main North Road, including the provision of two new activity areas: Activity Area 7B – Medium Density Residential and Activity Area 8 – Agricultural Tourism.
- 2.3.19 An indicative ODP has been included as **Appendix B** to this submission. DEXIN seeks relief through this submission to provide an updated and amended version of this ODP, as well as

additional technical reports and assessment to underpin how the proposed ODP has been derived and to support its inclusion within SPZ(PR). The intention that this ODP and technical evidence is circulated before convening the hearing on the SPZ(PR) chapter of the plan review.

- 2.3.20 The above technical reports will seek to ensure that the proposed ODP is effective in responding to the likely resource management issues raised by this rezoning response.
- 2.3.21 DEXIN also seeks any consequential amendments to the District Plan that may arise from the inclusion of the ODP as sought in paragraphs 2.3.18-2.3.20.

## **2.4 SUBMISSION POINT 4 – AMENDMENTS TO THE SPZ(PR) CHAPTER PROVISIONS**

- 2.4.1 To ensure the effective delivery of the range of proposed activities (market/agricultural tourism/wellness/events/visitor accommodation/residential) in the new ODP area, DEXIN also requests several amendments to the SPZ(PR) chapter provisions, including the following:
  - 1. Amendments to the SPZ(PR) introduction to incorporate reference to the proposed additional activity areas on the site at 1250 Main North Road, and inclusion of area descriptions:
    - a. Activity Area 7B: Residential (Medium Density); and
    - b. Activity Area 8: Agricultural Tourism;
  - 2. Amendments to objective SPZ(PR)-O1 (tourist destination) to include reference to the establishment of medium density residential activity and agricultural tourism activities, and/or inclusion of a new objective if necessary;
  - 3. Amendments to policy SPZ(PR)-P1 to include reference to medium density residential and agricultural tourism;
  - 4. Amendments to policy SPZ(PR)-P4 (provision of commercial activities) to ensure agricultural tourism commercial activities are provided for;
  - 5. Amendments to policy SPZ(PR)-P5 (urban design elements) to add scope for the consideration of agricultural architecture design within Activity Area 8 (Agricultural Tourism);
  - 6. Amendments to policy SPZ(PR)-P9 (residential development) and/or inclusion of a new policy to provide for medium density residential activity within proposed Activity Area 7B (Medium Density Residential);
  - 7. Inclusion of a new policy or policies which specifically relate to proposed Activity Areas 7B (Medium Density Residential) and 8 (Agricultural Tourism) and which enables the establishment of the proposed activities;
  - 8. Amendments to the existing activity rule framework, built form standards, and matters of control and discretion that relate specifically to the new medium density residential area and agricultural tourism area.
- 2.4.2 It is also proposed to include a new definition of 'agricultural tourism activities', as the intended activities are not sufficiently covered by the 'commercial golf resort activity' definition.

### **RELIEF SOUGHT**

- 2.4.3 DEXIN seeks that the existing SPZ(PR) chapter provisions are amended to incorporate the new activity areas (Activity Area 7B – Medium Density Residential and Activity Area 8 – Agricultural Tourism) on the site at 1250 Main North Road, as outlined in paragraph 2.4.1 above, as well as a new definition of 'agricultural tourism activities'.
- 2.4.4 DEXIN seeks relief through this submission to provide an updated and amended version of the chapter provisions, as well as additional technical reports and assessment (including but not limited to including a landscape, ecology, transport, urban design, economic, archaeology and infrastructure) to underpin how the provisions have been derived and to

support their inclusion within SPZ(PR) chapter. It is intended that the amended provisions and technical evidence are circulated before convening the hearing on the SPZ(PR) chapter of the plan review.

- 2.4.5 The above technical reports will seek to ensure that the proposed provisions (in conjunction with the amended ODP requested under submission point 3 and the amended Design Guidelines requested under submission point 5) are effective in responding to the likely resource management issues raised by this rezoning response, and appropriately responds to the character and intent of the SPZ(PR).
- 2.4.6 DEXIN also seeks any consequential amendments to the District Plan that may arise from the inclusion of the amended provisions as sought in paragraphs 2.4.3-2.4.5.

## **2.5 SUBMISSION POINT 5 – CHANGES TO DESIGN GUIDELINES**

- 2.5.1 There are two new elements proposed on the subject site that are not anticipated by the Design Guidelines as notified for the SPZ(PR) – the development of an agricultural tourism activity area and the development of medium density residential housing. The design of future development within the agricultural tourism activity area is intended to be based around traditional New Zealand agricultural architecture, to ensure a high level of authenticity (including cottages, barns, wool stores, mills and grain silos). The design objective for this activity area is to represent a group of rural buildings in a rural landscape. As this is a different design objective to the main SPZ(PR), changes will be required to the proposed design guidelines. Further, the development of medium density residential activity on the borders of the site is a new aspect not covered by the design guidelines. Consequently, changes will be required to the design guidelines to provide for Activity Area 7B (Medium Density Residential) to effectively integrate the residential development with the SPZ(PR).
- 2.5.2 DEXIN therefore seeks relief to develop bespoke design guidelines for the subject site and provide these as evidence to support this submission at the plan review hearing. It is intended that the existing Design Guidelines for the SPZ(PR) will be amended to include two new sections for the two new activity areas (7B and 8). This submission also seeks relief to undertake any required amendments to the general sections of the existing design guidelines as required (Section 1 Introduction, Section 2 Built Form, Section 2.7 Access, Section 2.8 Safety, Section 3 Landscape, Appendix 1). Any such changes will be identified and proposed as part of evidence provided.
- 2.5.3 DEXIN proposes to engage key technical specialists (including an urban designer and landscape architect) to develop the proposed design guidelines with input from other key technical specialists where required (such as an ecologist, transport engineer, economist, archaeologist and infrastructure engineer).
- 2.5.4 DEXIN is proposing to underpin the proposed design guidelines with a detailed and comprehensive suite of technical reports to ensure that the proposed design guidelines are effective in responding to the likely resource management issues raised by this rezoning response. DEXIN seeks relief through this submission to provide this additional technical evidence to underpin the amendments to the design guidelines, with the intention that this technical evidence is circulated before convening the hearing on the Waimakariri District Plan review.
- 2.5.5 DEXIN also intends to undertake consultation with local iwi during the preparation of the design guidelines, prior to the plan review hearing, in order to discuss incorporation of design input from local iwi. DEXIN seeks relief through this submission to provide the outcome of any consultation to underpin the SPZ(PR) extension, with the intention that the



outcome of any consultation is circulated before convening the hearing on the Waimakariri District Plan review.

#### **RELIEF SOUGHT**

- 2.5.6 DEXIN seeks that proposed Design Guidelines covering proposed Activity Areas 7B and 8, on the subject site be incorporated into the SPZ(PR)-APP2 – Pegasus Design Guidelines.
- 2.5.7 DEXIN also seeks relief to undertake any required amendments to the general sections of the existing design guidelines as required (Section 1 Introduction, Section 2 Built Form, Section 2.7 Access, Section 2.8 Safety, Section 3 Landscape, Appendix 1).
- 2.5.8 DEXIN seeks relief through this submission to provide these proposed design guidelines prior to the hearing, as well as additional technical reports and assessment to underpin how the amendments to the design guidelines have been derived and to support their inclusion within SPZ(PR)-APP2 – Pegasus Design Guidelines. The design guidelines and technical evidence are to be circulated before convening the hearing on the SPZ(PR) chapter of the plan review.
- 2.5.9 DEXIN also seeks any consequential amendments to the District Plan that may arise from the inclusion of the design guidelines as sought in paragraphs 2.5.6-2.5.8.

#### **2.6 SUBMISSION POINT 6 – CHANGES TO OTHER DISTRICT PLAN PROVISIONS**

- 2.6.1 Associated changes to the general district plan provisions may also be required to ensure development within the 1250 Main North Road site, and the associated small adjacent areas of land is suitably enabled. As part of this submission DEXIN seeks to ensure any consequential amendments to district-wide provisions within the proposed plan (where they are relevant to development of the subject site) are provided for.

#### **RELIEF SOUGHT**

- 2.6.2 DEXIN seeks relief to enable any consequential amendments to proposed district-wide plan provisions which apply to the subject site, where they do not align with the development intention of this submission. Any proposed changes to the district wide provisions would be identified and circulated to submitters prior to the hearing.

### **3.0 CONCLUSION**

- 3.1 DEXIN wish to be heard in support of this submission.
  - 3.2 If others make a similar submission DEXIN would consider presenting a joint case with them at any hearing.
  - 3.3 DEXIN cannot gain an advantage in trade competition through this submission.
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**Signature:**



*pp on behalf of:*  
Sam Huo  
DEXIN Investment Ltd

**Date:**

26th of November 2021

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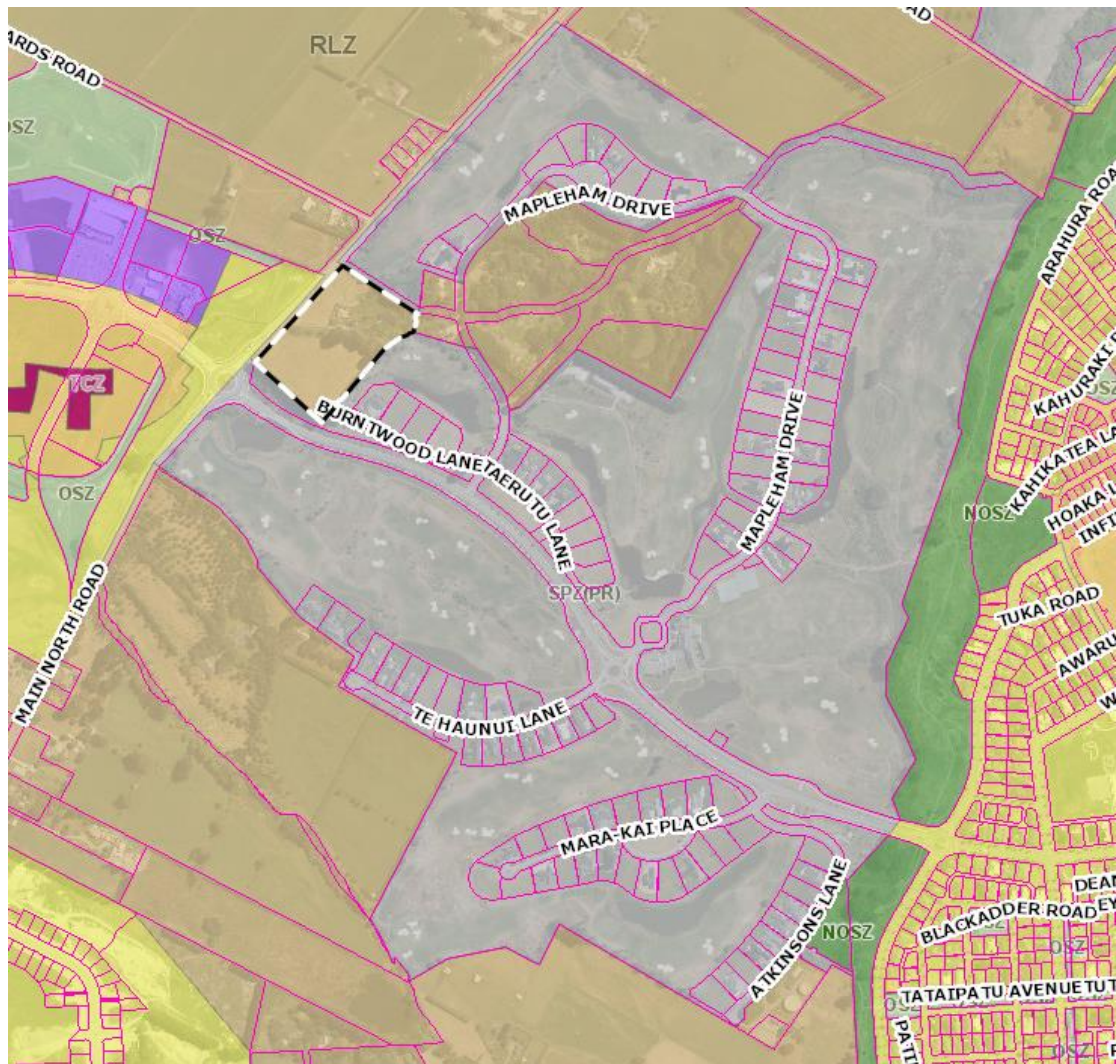
027 696 1009

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## Appendix A - 1250 Main North Road

(Site illustrated by black and white dotted line)







## **Appendix C**

### **Pegasus Mäquete**



# Pegasus Mākete

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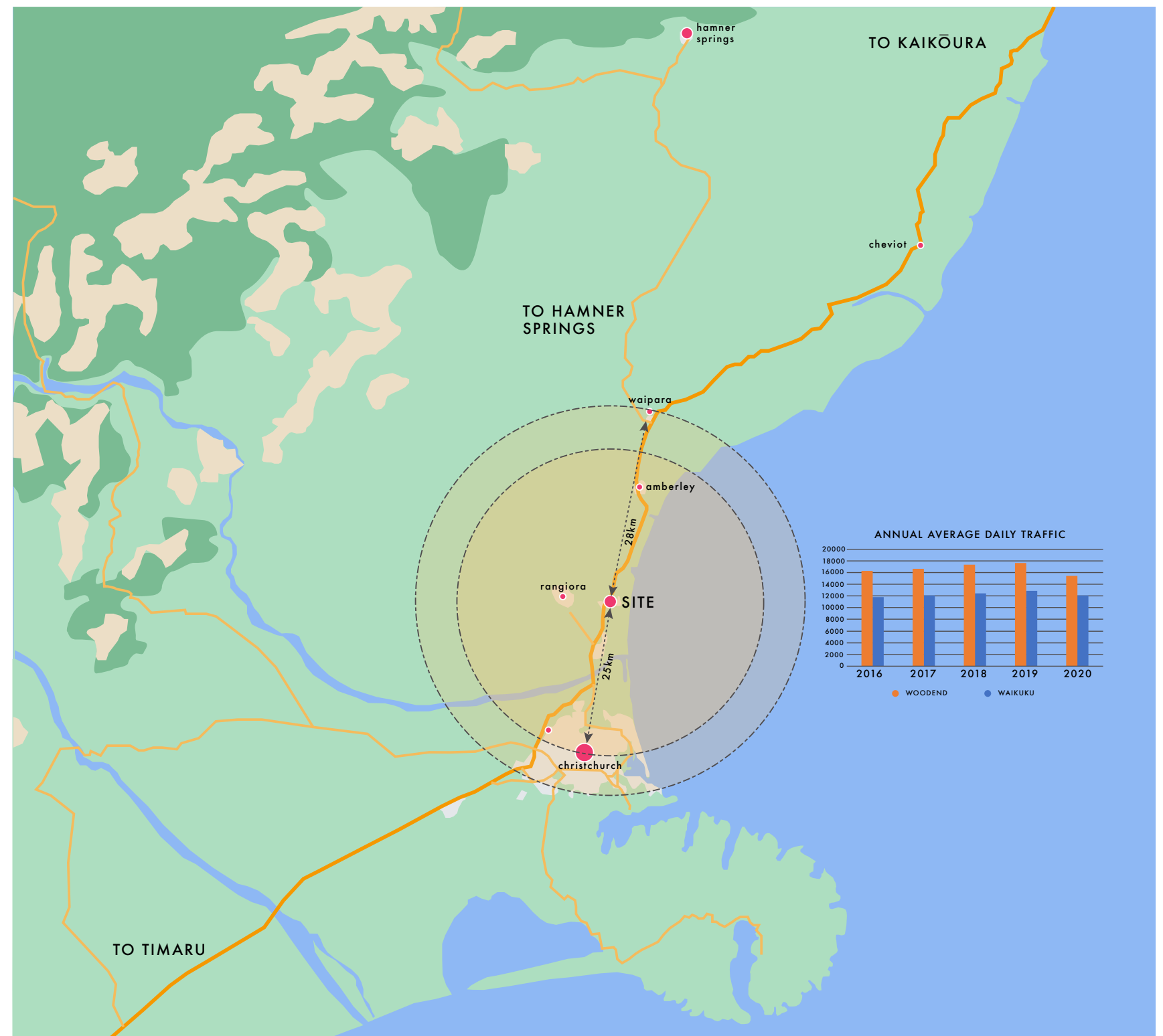
# Context

Pegasus Māketē sits mid way between Christchurch and the Waipara wine district.

It is on the State Highway collecting passing business on its way to or from Hamner Springs and Kaikōura .

It is also an easy 25 Km drive from Christchurch.

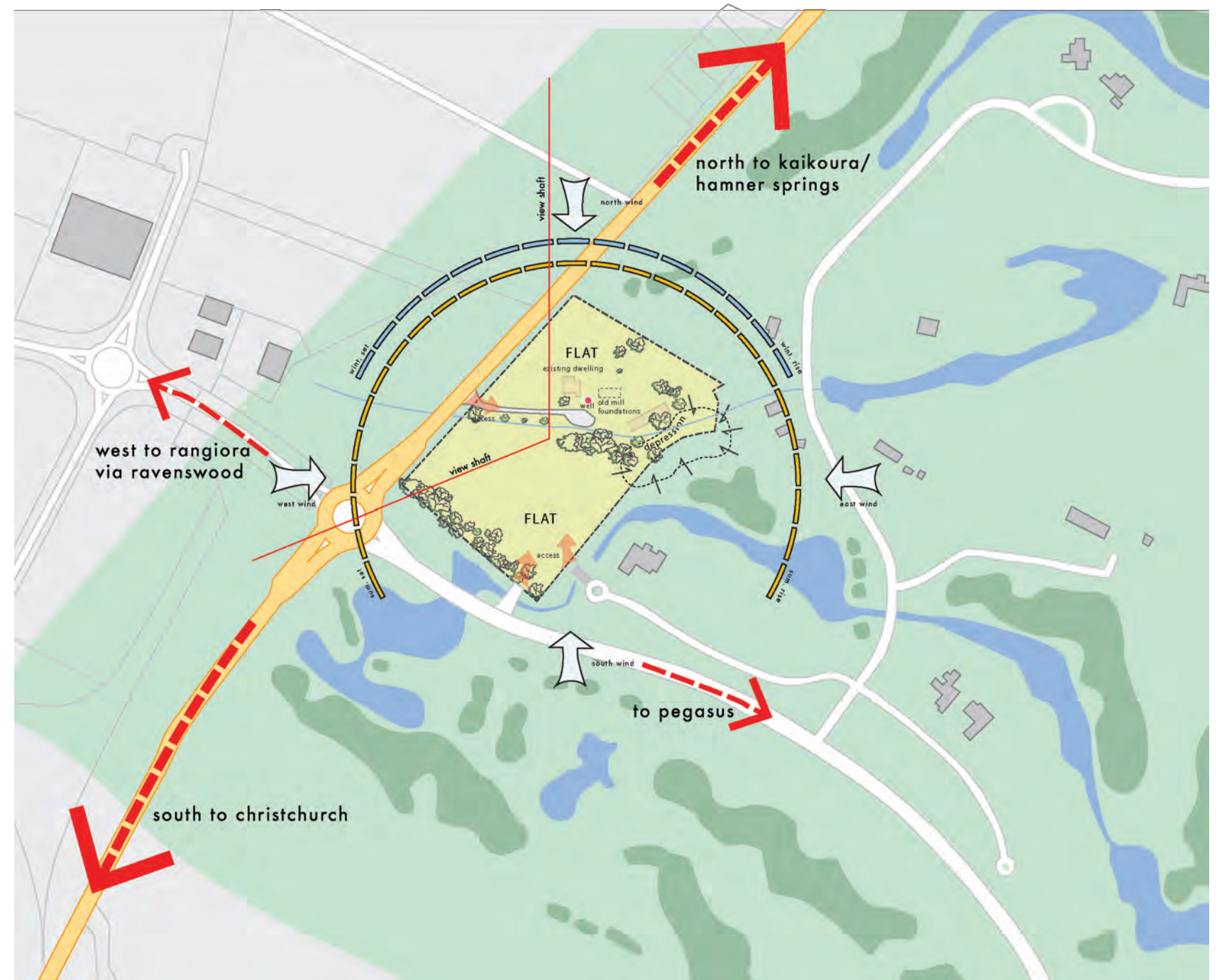
This location has the perfect conditions to be a visitor destination and also a Gateway opportunity for Pegasus Town. It has around 18000 vehicles passing the site daily.









# Context

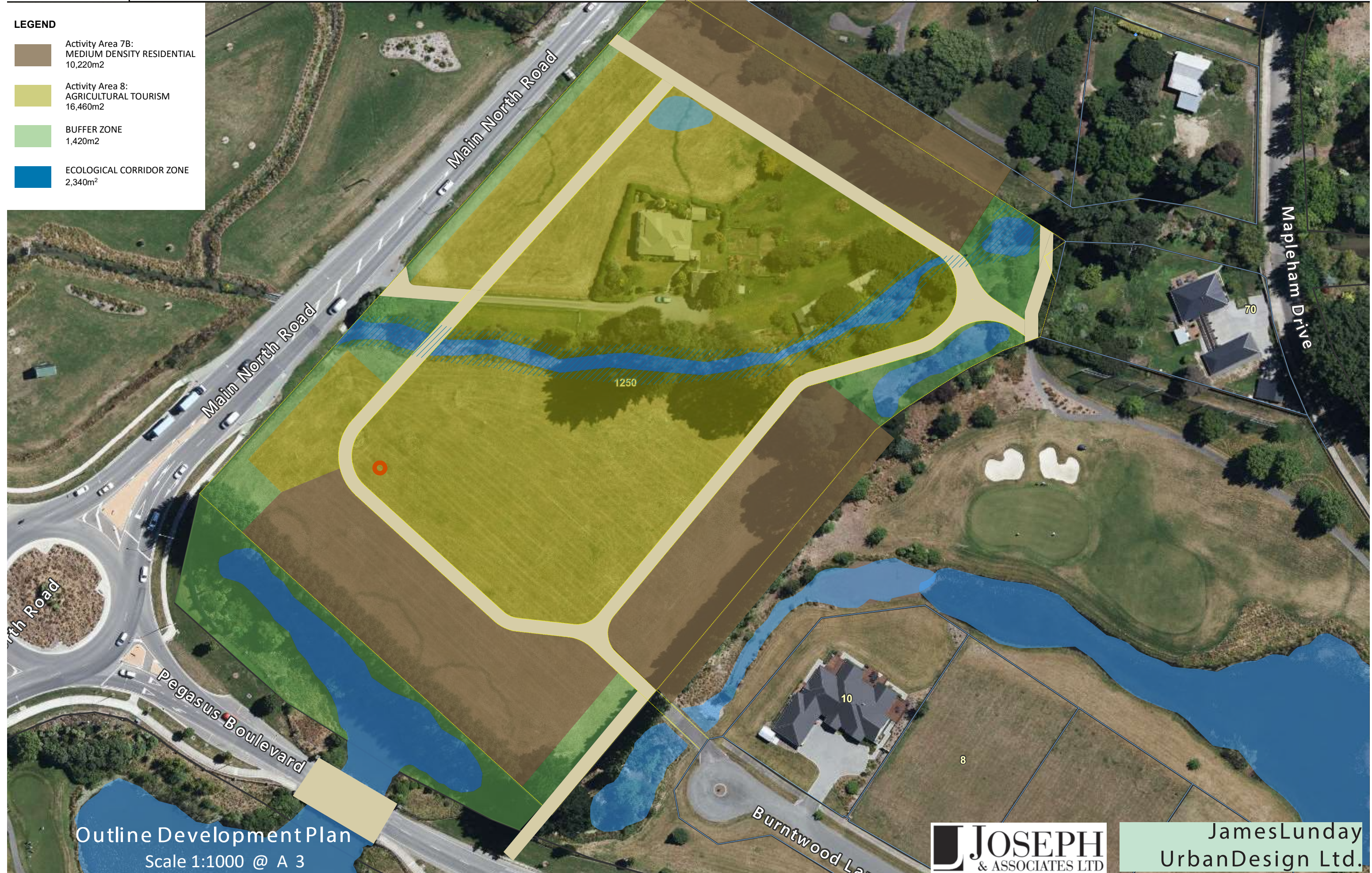
The site is blessed with many assets besides its State Highway location. It is completely surrounded by Pegasus International Golf Course. It is directed by the Taranaki Stream. It is a flat and easily developed site but with the opportunity to rewind the stream and create waterbodies increasing biodiversity and *mahinga kai*. On the stream is the remains of the original flour mill for the District. There are two existing access routes into the site. Adjacent properties and significant planting protects the site from prevailing easterly winds.





LEGEND

-  Activity Area 7B:  
MEDIUM DENSITY RESIDENTIAL  
10,220m<sup>2</sup>
-  Activity Area 8:  
AGRICULTURAL TOURISM  
16,460m<sup>2</sup>
-  BUFFER ZONE  
1,420m<sup>2</sup>
-  ECOLOGICAL CORRIDOR ZONE  
2,340m<sup>2</sup>





# Local Market

We see the foundation of this site as being a local farmers market. We have identified Matakana Market as a precedent. The market can take advantage of the local and proposed landscape features. The market would be supplemented by visitor attractions aimed at the families and would showcase local artisan wines, food and art/craft products.

We would recreate a mill powered by water and wind so that local grains can be processed. *Mahinga Kai* would be a strong educational feature. There would be wellbeing opportunities, events and weddings, as well as overnight accommodation.

It would be the aim to make this the major attraction between Christchurch and Kaikōura. This will reinforce visitors to Pegasus, Pegasus Golf Course and Pegasus Hot Pool and Village. To the North and east the site is ringed by Golf course housing further integrating this development with the Golf Course.







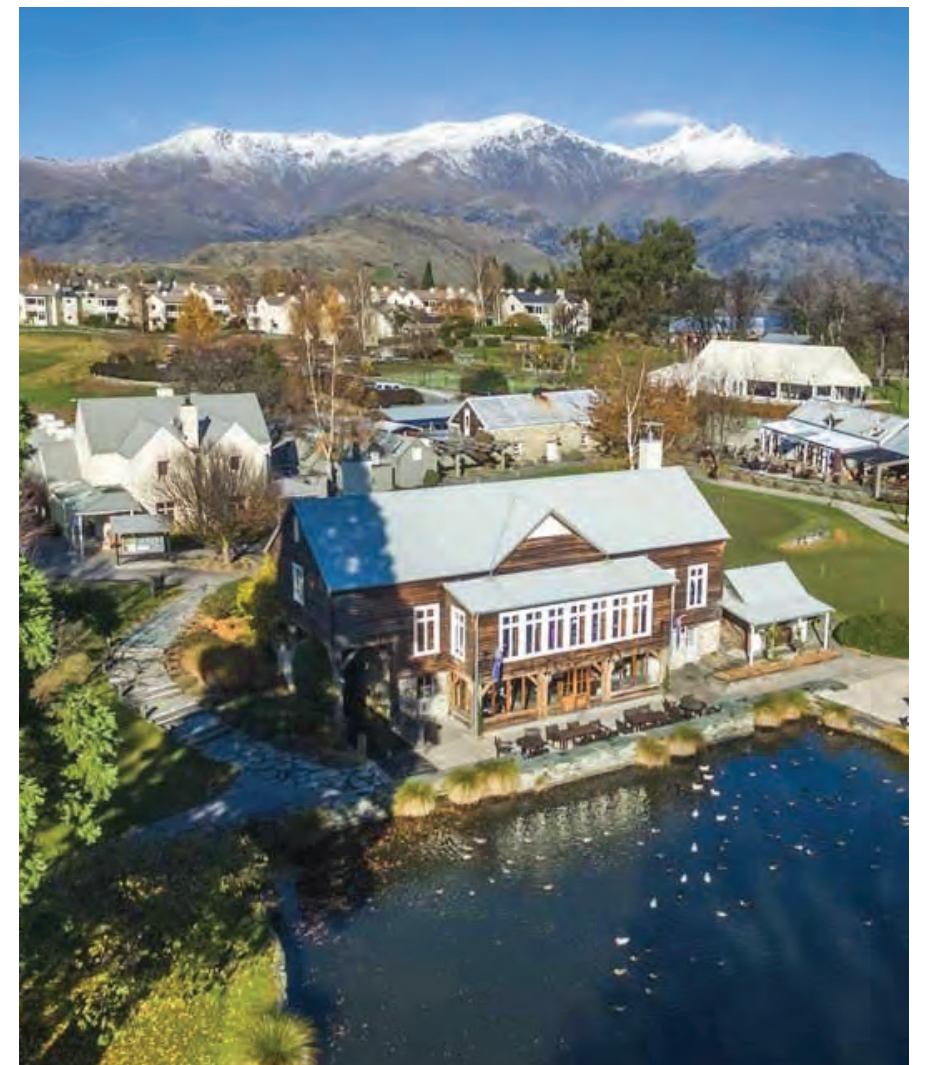


# Local Agricultural Architecture Design Language For Proposed Facility Buildings

We intend to draw the architecture from traditional New Zealand agricultural; buildings and structures to ensure a high level of authenticity . This includes cottages, barns, wool stores, mills and grain silos.









# Landscape Focal Point

Given access to the site it is important that we create tall markers that signal the Māketete. We could use windmill water tower as significant but functional structures that act as landmarks.





# Agricultural Experience



We see education as a large part of this experience. We have become distant from where our food comes from and how we can produce it in a more sustainable way. There isn't any other farm and food experience opportunity in the wider area.





# Family Entertainment

There is a lack of outdoor family entertainment within Canterbury. We intend that entertainment that is fun and educational is delivered as part of the development offering: this includes every aspect of rural and pre agricultural opportunities expressed in active play.





# Relaxation Zone

For the adult family there will be opportunities for relaxation, enjoying local produce, massage, yoga and craft classes. This is all set within a beautiful car free environment.





# Educational Opportunity

This is an opportunity for learning about nature and sustainable practices both outdoors and under cover. Ideal for schools, clubs and Universities to use for learning purposes.





## Workshops & Events

This area has a deeper history can be represented not only through mahinga kai but in weaving, carving and greenstone and traditional food. Engagement with iwi will be important in respect to the deeper history and how this story could be told.



This can be reinforced by tradition crafts of food production, furniture making, jewellery right through to artists studios and galleries.









## **Appendix D**

### **Abley Transportation Review**

# Pegasus Resort Special Purpose Zone Expansion

**Prepared for:** DEXIN Investments Limited

**Issue Date:** 25 November 2021

**Prepared by:** Ravindu Fernando, Senior Transportation Engineer

**Reviewed by:** Jay Baththana, Principal Transportation Engineer

## 1. Introduction

DEXIN Investments Limited wishes to expand the currently proposed Pegasus Resort Special Purpose Zone (SPZ(PR)) to cover the site at 1250 Main North Road at the eastern corner of the SH1/ Pegasus Boulevard/ Bob Robertson Drive roundabout. The land parcel is currently zoned rural. **Figure 1.1** shows the location of the proposed site in context of the Outline Development Plan for Pegasus Resort.



**Figure 1.1** Proposed ODP expansion area

## 2. Proposed Development

The proposal is to establish two additional activity areas within the SPZ(PR) to provide for an agricultural tourism activity area (containing activities such as a farmers market style commercial area, containing local small scale tourism activities (e.g. artisan wine sales, petting zoo), cultural workshops (e.g. carving), education facilities, special events, visitor accommodation and wellness/relaxation activities), and a medium density residential area. A conceptual outline development plan for the proposed expansion site is shown in Figure 2.1. The site is proposed to be serviced by three main vehicle accesses, two on SH1 and one on Pegasus Boulevard. Additionally, two other accesses will connect the site to Mapleham Drive and Burntwood Lane, these accesses will mainly be for walking and cycling access to/from the site.



**Figure 2.1** Outline Development Plan of the proposed site

## 3. Assessment of Transport Effects

### 3.1 Trip Generation and Distribution

The unique nature of the proposed activities, in particular the tourist focused retail and recreational component, and the significant proportions of trip chaining between the activities and Pegasus Resort, means a combination of first principles and available trip rates is required to quantify the trip generation. The scale of the activities used in projecting the trip generation has been provided by the client and the design team. This scale are indicative only as the detail of the development has not yet been finalised. However, we understand that they generally correspond to the upper end of the capacity that the development could potentially be. Hence the trip generation is expected to be conservative. **Table 3.1** outlines the trip generation.

**Table 3.1** Projected trip generation

Activity	Physical Capacity	Trip Rate	First Principal Assumptions	Discount for Trip Chaining	Daily Trip Generation
<b>Commercial (Agri Tourism Zone)</b>					
Retail/ Market	25 stalls	18 trips/day (RTA)	The retail component operates as a tourist focused, high end market. Each vendor regardless of whether they are permanently based in the facility or pop-up for weekend is considered as a single stall. RTA guidelines note "Traffic generation was found to be a function of the number of stalls involved, and not the site area which is a site-specific variable depending on the available spaces."	30% assumed to be linked to outdoor experience component.	315
Outdoor Experience (e.g. petting zoo/ animal interaction area)	400 people/ day	3 people/ vehicle	Maximum facility occupancy is assumed to be 100 people. Assumes visitors spend 2-hour blocks at maximum capacity.	30% non vehicular traffic associated with the Pegasus Resort. Visitors to both facilities.	187
Tourism accommodation	50 rooms	4 trips/ day	More conservative than RTA rate specified for motels which is 3 trips/day.	40% assumed to be linked with other components of the site.	120
<b>Residential</b>					
Terraced housing	40 terraced houses	5 trips/ day	RTA trip rate for medium density residential	N/A	200
<b>Total Daily Trip Generation</b>					<b>822</b>



The peak day is expected to be a weekend day given majority of the trips are associated with the Agricultural Tourism Activity Area. Majority of the visitors to the development are anticipated to be from Christchurch where families will be combining a visit to the spa pools, golf course and the markets as a day trip.

The peak hour trip generation is expected to be 20% of the daily trips for the commercial component and 10% of the daily trips for the residential component. Accordingly, the peak hour trip generation is expected to be 144 trips/ hour. Given the modest peak hour trip generation and that the peak is likely to be during the weekend, hence not coinciding with commuter traffic, the effects on the wider network from the proposed expansion is expected to be minimal.

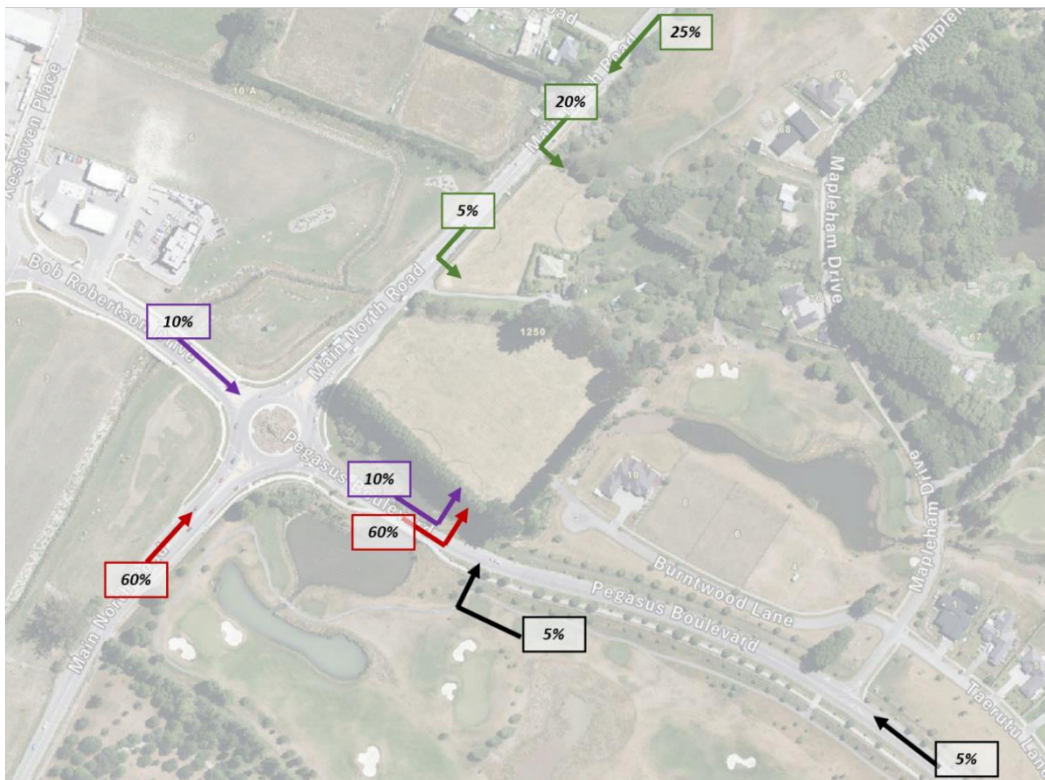
The origin/ destination of the trips has been estimated to work out the trip distribution and the access usage. This is outlined in Table 3.2 and is primarily based on judgement and approximately population distribution in the region.

**Table 3.2** Trip Origin and Destination

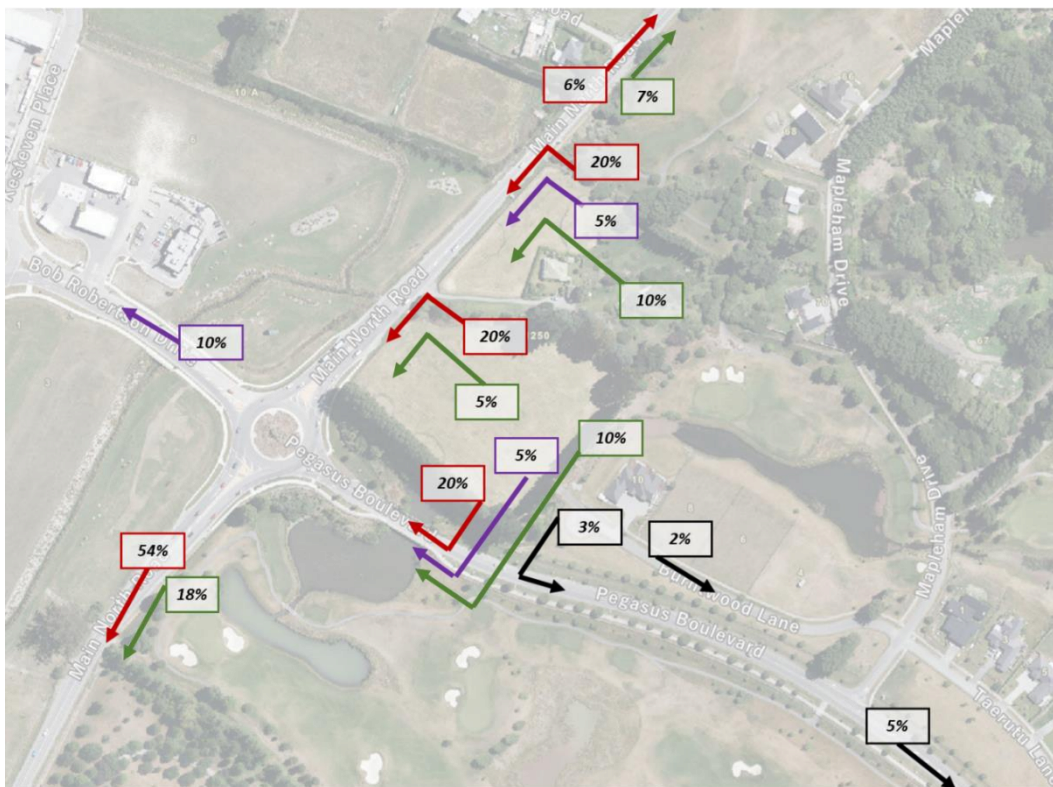
Trip Origin	% of trips	% of pass by trips
SH1 North (Amberly/ north of South Island)	25%	75% (75% of all trips originating from north will depart to south) These are mainly tourists on the north to south tourist trail.
SH1 South (Christchurch, Kaiapoi etc.) Mainly Christchurch residents visiting the Resort area as a day trip.	60%	10% (10% of all trips originating from south will depart to north)
West arriving through Bob Robertson Drive (Rangiora, Ravenswood)	10%	None
East (Pegasus town)	5%	None

## 3.2 Access Arrangement

The site is expected to be serviced by three vehicle accesses. Given the high traffic volumes on SH1, 70km/h rural speed limit and the proximity of the accesses to a major intersection, at this stage it is assumed that the two access on SH1 will operate Left In and Left Out only. There are a range of other access options which will be investigated in a road safety and operational perspective through the detailed design and technical reporting phase with further assessment yet to be undertaken. However, for the purposes of this high-level review, we have based the assessment on Left In, Left Out only, as this is identified as a preliminary feasible design option for the site. The distribution of the peak hour trips by the vehicle access is shown in **Figure 3.1** and **Figure 3.2**.

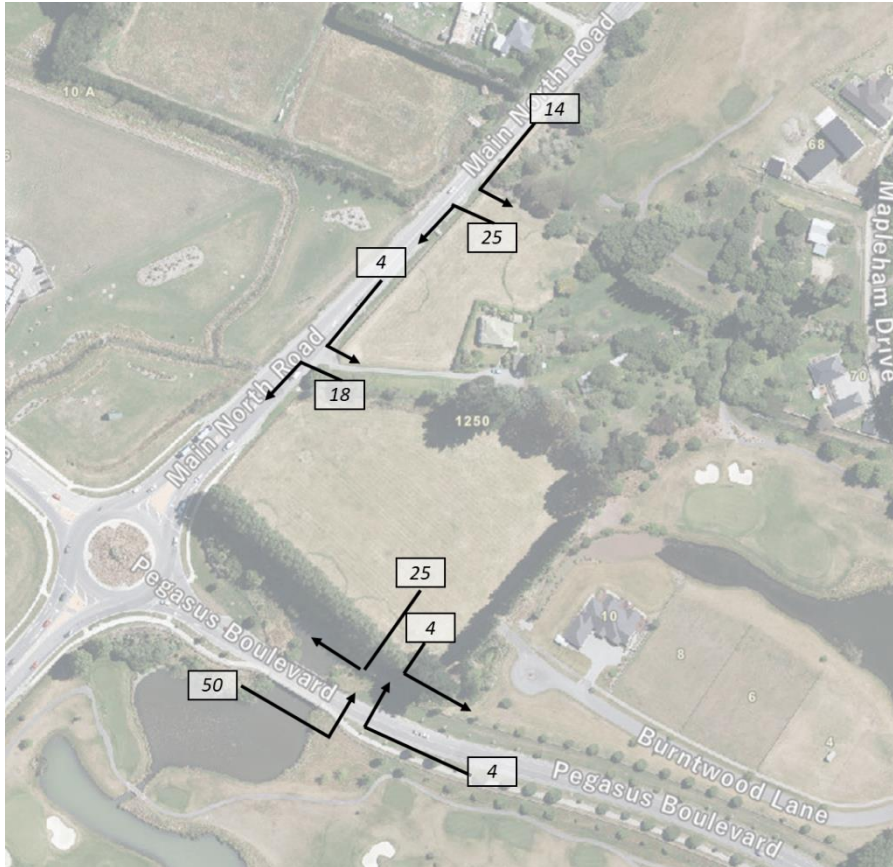


**Figure 3.1** Peak hour trip distribution - Entry



**Figure 3.2** Peak hour trip distribution - Departures

Given the nature of the site operation, particularly the outdoor recreational activity that is expected to operate in two-hour blocks, it is assumed that the peak hour trips are split equal between entries and departures. Based on this assumption the turning movements at each access are shown in figure 3.3.



**Figure 3.3** Peak hour trip distribution at site accesses

The busiest site access will be the one on Pegasus Boulevard. Whether this access point will be considered as an accessway or an intersection will primarily depend on whether the internal roads will serve only the development traffic, i.e. whether roads will operate as private roads or public roads. The proposed Waimakariri District plan defines accessways as “any area of land the primary purpose of which is to provide access, including vehicle access, between the body of any allotment(s) or site(s) and any vehicle crossing. Accessway includes any rights of way, private way, access lot, access leg or private road”.

If the access is to operate as an intersection it does not meet the Waimakariri District plan’s rule regarding separation between intersections which states for a speed limit of 70 or 80km/h the separation between intersections should be a minimum of 550m. The distance between the proposed access and the SH1/ Pegasus Boulevard roundabout is approximately 120m. Notwithstanding the potential non-compliance, the site access is expected to operate safely given that the predominant movement will be left turning in which are not conflicted with any other movements at the access.

Furthermore, roundabouts are highly effective in reducing vehicle speeds and therefore eastbound vehicles on Pegasus Boulevard near the site access is expected to have lower operating speeds than the posted speed limit of 70km/h. We are also aware that Waka Kotahi is currently assessing the speed limits on the state highway network nationwide and 70km/h speed limits are being phased out in favour of 60km/h or lower speed limits. The land use along Pegasus Boulevard is also expected to change significantly as a result of the Pegasus Resort and the resulting increase in active transport users on the road. Accordingly, 70km/h will not be a safe and appropriate speed for Pegasus Boulevard in future and the speed limits are expected to reduce in future. It is envisaged that a 50km/h east of the State Highway will be a more appropriate posted speed limit.

### 3.3 Walking and Cycling

Facilities within the site will be developed to a high standard for walking and cycling. Dedicated walking and cycling accesses have also been proposed to Burntwood Lane and Mapleham Drive which are low speed roads attractive for walking and cycling. A strong walking and cycling desire line are expected between Pegasus Resort and the proposed facility given a high proportion of trip chaining. Therefore, the expansion of the SPZ(PR) will provide strong pedestrian and cycle connectivity to the existing and proposed infrastructure in the vicinity of the site. It is worth noting that the form of the Pegasus Boulevard and Main North Road intersection is likely to change when Ravenswood and Pegasus residential areas are fully developed. Providing the opportunity to upgrade pedestrian and cycle connectivity across the State Highway.

## 4. Conclusion

In our opinion, expanding the SPZ(PR) area to 1250 Main North Road is not anticipated to create significant transportation effects given the high volume of trip chaining expected between developments and the peak traffic demand not coinciding with the weekday commuter peaks. The anticipated peak hour trip generation of 144 two-way trips split across three accesses is not anticipated to have adverse effects on the operation of the road network. A detailed transport modelling assessment is recommended prior to the hearing to validate these findings and inform the intersection design and speed limit for Pegasus Boulevard