

HAINES

PLANNING

Ravenswood Developments Limited

Ravenswood Town Centre and Key Activity
Centre, Northern Christchurch

Private Plan Change Request

VOLUME 1 OF 2

28 August 2020

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ATTACHMENTS

- Attachment 1: Letter from Ravenswood Developments Ltd
- Attachment 2: Table of Existing and Proposed Land Use and Zoning Scenarios
- Attachment 3: Requested Changes to the Waimakariri District Plan

ANNEXURES (VOLUME 2 OF 2 SPECIALIST REPORTS)

- Annexure 1: Economic Assessment, Insight Economics
- Annexure 2: Integrated Transport Assessment, Stantec New Zealand
- Annexure 3: Landscape/Visual Impact Assessment, Rough & Milne
- Annexure 4: Infrastructure Assessment Report, Davis Ogilvie & Partners

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1.0 INTRODUCTION

- 1.1.1 This private plan change request ('PPCR') is made by Ravenswood Developments Limited ('RDL') pursuant to s73(2), and Schedule 1 (Part 2) of the Resource Management Act 1991 ('RMA' or 'the Act').
- 1.1.2 The PPCR proposes changes to the provisions in the Waimakariri District Plan ('WDP') to enable and facilitate the development of a town centre within the rapidly developing settlement of Ravenswood, on land identified as the Ravenswood Commercial Area in Figure 1 ('the Site').
- 1.1.3 Currently, the Site has a mix of residential (Residential 6 and Residential 6a) and commercial (Business 1 and Business 2) zones under the WDP. The PPCR seeks to rezone the Site to Business 1 and Business 2, and to identify it as a Key Activity Centre ('KAC').
- 1.1.4 In accordance with s32(6) of the RMA and for the purposes of this report,
- the 'proposal' means the PPCR.
 - the 'objectives' mean the purpose of the proposal/PPCR.
 - the 'provisions' mean the proposed changes to the WDP that implement or give effect to the purpose of the PPCR.
- 1.1.5 The purpose (the objective) of the PPCR is to enable and facilitate the development of a modern, master planned town centre and Key Activity Centre to support the growth of Ravenswood, the nearby settlements of Woodend and Pegasus, and the retail and commercial needs of the wider Waimakariri District.

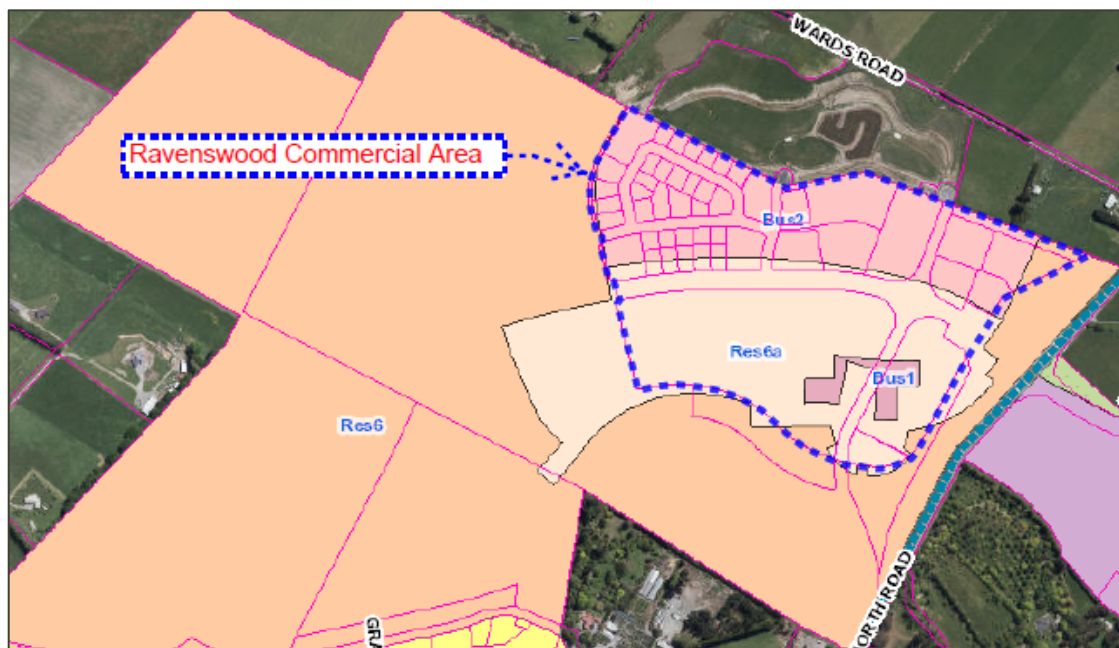


Figure 1: Ravenswood Commercial Area

2.0 BACKGROUND & REASONS FOR PRIVATE PLAN CHANGE REQUEST (PPCR)

2.1 Background

2.1.1 Canterbury Regional Policy Statement (CRPS) directs that Ravenswood be a Key Activity Centre (KAC) within the Greater Christchurch area. The Key Activity Centre status and nomenclature originates from the Land Use Recovery Plan (LURP) implemented in December 2013 under s24(1)(c) of the Canterbury Earthquake Recovery Act 2011. This directed changes to the resource management documents of the Greater Christchurch area, notably Chapter 6 Recovery and Rebuilding of Greater Christchurch of the Regional Policy Statement.

2.1.2 One of the key directions of the LURP placed a rebuilding imperative on the key commercial and community clusters in the greater Christchurch area, these being the KACs which, in Waimakariri District, include the existing main centres of Rangiora and Kaiapoi. Key Activity Centres are defined as:

“Commercial centres identified as focal points for employment, community activities, and the transport network; and which are suitable for more intensive mixed-use development”.

2.1.3 The Canterbury Regional Policy Statement also identified the “Woodend-Pegasus” location as the venue for the Waimakariri District’s third KAC in 2013. The Waimakariri District Council subsequently confirmed the Ravenswood location in 2017 but has not changed the WDP to give effect to the RPS¹. Additionally, Waimakariri District Council has yet to comply with the Canterbury Earthquake Recovery Act 2011 (now superseded by the Greater Christchurch Regeneration Act 2016) by not giving effect to LURP Action 26 regarding a third KAC. This PPCR acknowledges that the new Ravenswood Town Centre needs to be planned at a scale commensurate with its status as a KAC, in order to give effect to the LURP and RPS.

2.1.4 It is considered that the Ravenswood Town Centre location is ideally suited as a focal point for employment, commercial activities and more intensive mixed-use development owing to its relationship with the transport network. Situated immediately next to State Highway 1 and the proposed SH 1 Woodend (“motorway standard”) By-pass, the Town Centre has the ability to grow to a sustainable size.

2.1.5 The Town Centre is also well connected to Rangiora and Kaiapoi by the District’s arterial roading network. This creates a “triangle” of KAC’s which, in combination,

¹ A 2 May 2017 report by Market Economics prepared for the Council concluded that the most appropriate place for the KAC to establish was “centered on the proposed commercial development in the Ravenswood subdivision, at the entrance to Ravenswood off State Highway 1” (p.11).

enable the people and communities of the Waimakariri District ("the District") to provide for their social, economic, and cultural wellbeing.

2.1.6 The Site's attractiveness has already been recognised by the market, and the first stage of the new Town Centre has already been heralded through the granting of consents for:

- An overview of the original Ravenswood plan changes.
- BP (constructed) and Gull service stations on opposite sides of the main entrance road.
- A McDonalds restaurant (constructed);
- A New World supermarket (construction proposed 2020)
- A 24 - tenancy retail and food and beverage precinct (construction proposed 2020); and
- A Childcare centre (construction proposed TBC)

2.1.7 The below Masterplan (Figure 2) shows the location of the Stage 1 Town Centre development in red and orange, together with the residential development uptake to the southwest of the Town Centre. It also shows Lots 203 and Lot 11, which provide opportunity for contiguous and integrated expansion of the Town Centre.

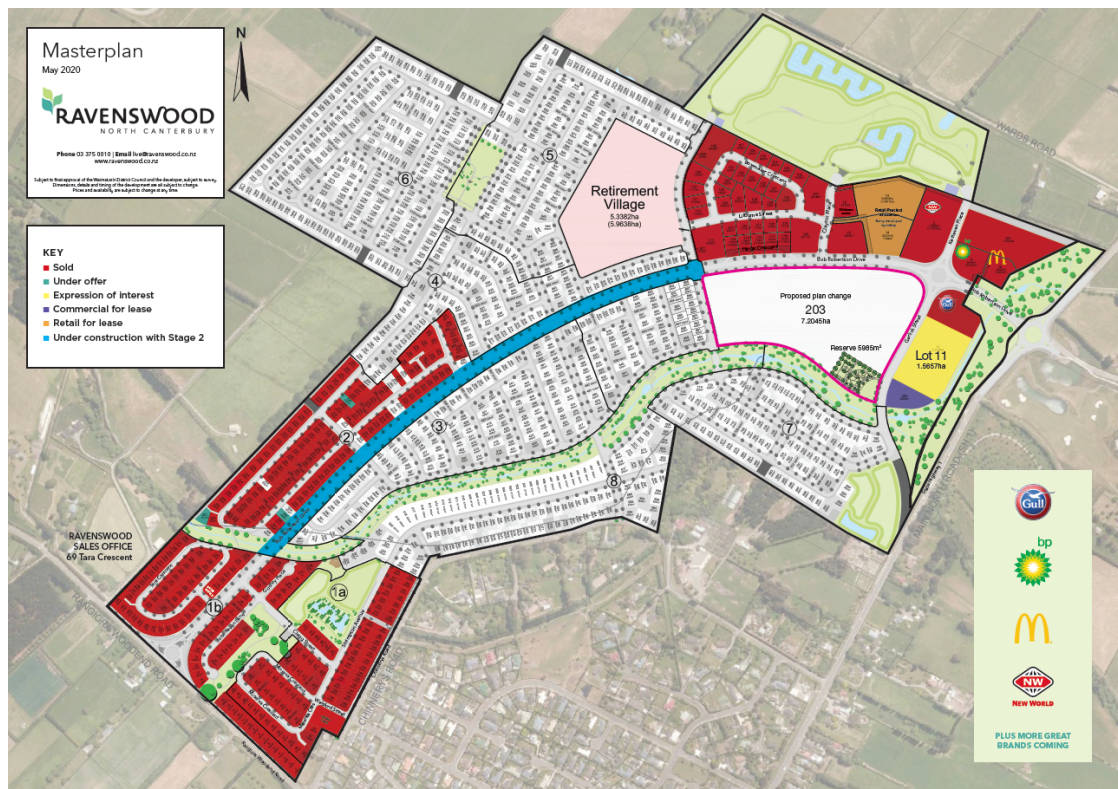


Figure 2: Ravenswood Masterplan

- 2.1.8 This first stage of development (mostly north of Bob Robertson Drive) responds to the existing and proposed growth in the Woodend – Pegasus “arc”, and particularly the rapid uptake of residential development within Ravenswood itself.
- 2.1.9 The Requester confirms that they continue to field on-going enquiries to establish in the emergent Town Centre, with discussions involving several prospective tenants, including national banner retailers (refer **Attachment 1**). This reinforces the proposition that Ravenswood is destined to become a major commercial node for the District, as envisaged by recent work for the Council that identified it as the best location to accommodate the District’s third KAC.
- 2.1.10 In order to determine the most appropriate size of the Town Centre, commensurate with its KAC status, the Requester engaged Insight Economics to undertake an up-to-date economic assessment of the predicted growth in retail demand across the Waimakariri District².
- 2.1.11 The economic assessment profiled the local neighbourhood noting that its population is set to increase at a much faster rate than the District average. The new Ravenswood Town Centre can therefore be expected to provide employment opportunities for residents in the growing Woodend-Pegasus arc, as well as wider afield in the District.
- 2.1.12 The assessment also estimates that, as population grows and spending increases, supportable core retail floorspace across the District may increase by just over 71,000m² GFA. The Ravenswood Town Centre rezoning proposal seeks to provide for approximately 34% of this demand-driven growth over a 30-year planning horizon, applying the 15% competitiveness margin of the National Policy Statement on Urban Development. It does so by the proposed re-zoning of land within the Town Centre, comprising a combination of Business 1 and Business 2 zones to enable approximately 35,000m² GFA of core retail activities. This includes the abovementioned consented retail activities which already total 7416m² GFA. Put another way, the PPCR seeks to enable additional core retail of 27,890m² GFA. The supportable core retail floorspace across the District is also available to Rangiora and Kaiapoi as the District’s other two KAC’s.
- 2.1.13 The proposed zoning arrangement is shown below (Figure 3) in the Outline Development Plan for Ravenswood.

² The Council – adopted planning horizon for such growth matters is 30 years. However, Statistics New Zealand data only extends for 23 years (2043), thus adds inherent conservatism to the Insight Economics assessment when applied to a 30-year planning horizon.

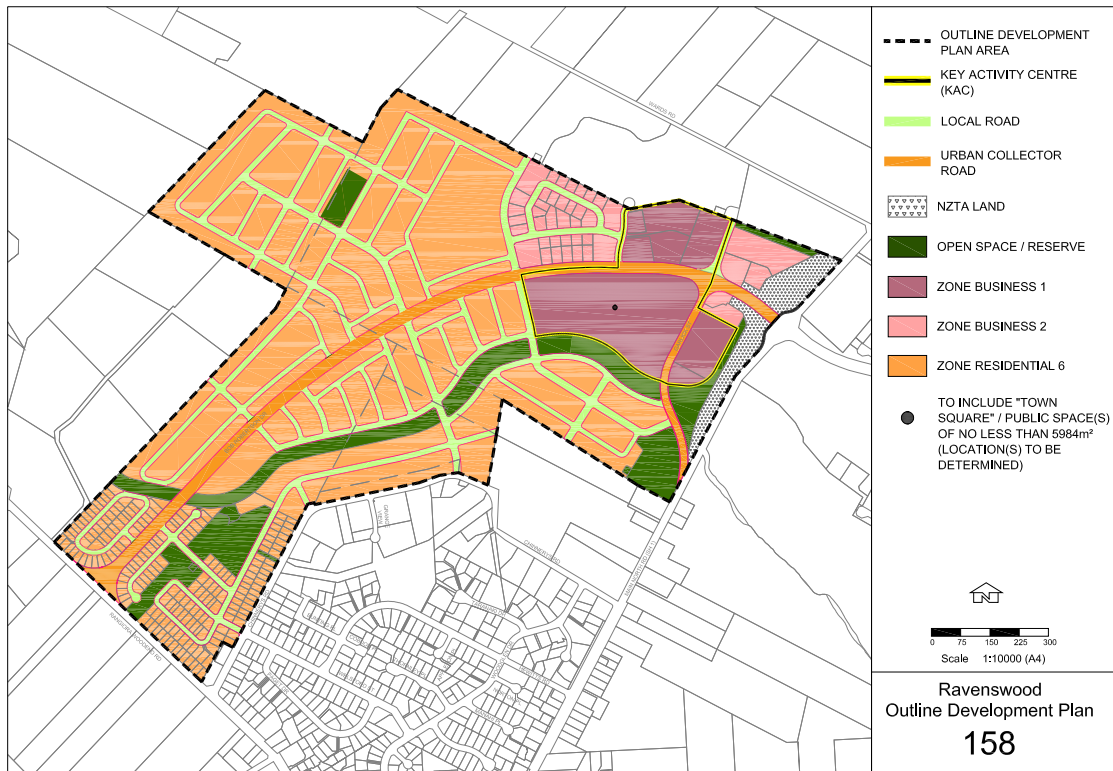


Figure 3: Proposed Ravenswood Outline Development Plan

2.1.14 The Table at **Attachment 2** sets out in detail the activities already consented under the current District Plan zoning arrangements (Scenario 1) and under the proposed zoning sought by the Requester (Scenario 2). It confirms that:

- a) The Key Activity Centre will cover an area of 12.8ha (excluding roads), which compares with 29.9ha and 13.0ha for the Rangiora and Kaiapoi KAC's (including roads) respectively, and
- b) Under the proposed rezoning, Ravenswood will be enabled to provide up to 39% of the growth in core retail demand across the district.

2.1.15 The economic assessment also confirms that:

- a) The District has very low levels of employment self-sufficiency (fewer jobs per working age resident than most other territorial authorities in New Zealand; and
- b) Forty percent of all retail spending, overall, across the District currently leaks out.

2.1.16 Set against this background, the proposed re-zoning of Ravenswood, offers a significant opportunity for the District to improve its self-sufficiency in both employment and retail spending, while also recognising the shared growth opportunities across the District's three KAC's.

2.2 Reasons for PPCR

- 2.2.1 Under the WDP, the commercial and industrial sections north of Bob Robertson Drive are currently zoned Business 2. A small area of Business 1 zoned land, akin to a “village centre” or “neighbourhood centre” in scale, is located across part of Lots 203 and 11. However, the quantum of the allocated Business 1 land has been transferred, through a resource consent to Lots 13 and 14 (and an encumbrance registered on the donor Lot 11). There has not been a transfer of Business 2 Zone entitlements in return, although the encumbrance on the title for Lot 11 acknowledges the WDC’s acceptance, in principle, that this lot can be used for Business 2 purposes subject to any required resource consents being obtained.
- 2.2.2 The need to transfer the allocation of Business 1 zoned land to another area, through a non-complying activity resource consent, illustrates that the North Woodend ODP (and the associated zoning) has lost its integrity whilst arbitrarily interfering with the development and use of the Site. A refreshed ODP which reflects the current subdivision pattern and a fit-for-purpose set of zones is needed. This will provide certainty and guidance to both RDL and the public as to the future form and pattern of development within the Ravenswood commercial area.

3.0 THE PROPOSAL

3.1 PPCR Approach

- 3.1.1 The proposed changes to the WDP text and planning maps are set out within **Attachment 3**. These include a number of material changes and associated consequential changes to update the WDP and ensure internal consistency. These are summarised below.
- 3.1.2 The purpose of the PPCR is to enable and facilitate the development of a modern, masterplanned town centre to support the growth of Ravenswood, the nearby settlements of Woodend and Pegasus, and the retail and commercial needs of the wider Waimakariri District. To this end, the PPCR proposes changes to the WDP as outlined in the following paragraphs.
- 3.1.3 It identifies Ravenswood as a Key Activity Centre, being the third town centre with such status in the District alongside Rangiora and Kaiapoi. This change assists the Waimakariri District Council (WDC) to give effect to the Regional Policy Statement (RPS) Policy 6.3.1 (February 2017) that the urban form of Greater Christchurch include a Key Activity Centre (KAC) for “Woodend/Pegasus” (identified and renamed as Ravenswood). Together with giving effect to the RPS, this change also confirms Ravenswood as the third focal point of employment, community activities, and the transport network in the District, being the preferred location of for more intensive mixed use development.
- 3.1.4 It rezones the Site to Business 1 and Business 2 as shown in Figure 2, in order to function as a commercial and civic centre with a modern masterplanned urban form. This change is commensurate with the KAC status, providing the Site with the necessary zoning for retail and other core commercial activities.
- 3.1.5 It outlines the planning rationale for a new town centre within an area with a growing population and connection to State Highway 1. In explaining the planning reasons for creating Ravenswood, this change recognises the distinctive locational attributes of the Ravenswood KAC (with direct connection to the existing State Highway 1 arterial road and the proposed Woodend Corridor Bypass), which enable it to serve as a focal point for employment, community activities and the transport network. This is facilitated through the masterplanned development of land within the Business 1 Zone.
- 3.1.6 It introduces new rules and design assessment criteria for new buildings and development within the Ravenswood KAC. Differing from, and complementing, the traditional “main street” town centres of Rangiora and Kaiapoi, Ravenswood will have

a modern masterplanned urban form by requiring all new buildings be the subject of resource consent application(s) that are considered against design-related rules and assessment criteria. The design criteria require buildings to provide an attractive interface with streets and open space to maintain pedestrian amenity.

- 3.1.7 It replaces the planning maps, particularly the outdated Outline Development Plan ('ODP') which reflects the proposed rezoning and the Ravenswood KAC (and the subdivision layout for the rest of Ravenswood).
- 3.1.8 It makes consequential administrative changes to the District Plan in a manner that maintains the Plan's integrity. All other existing rules and related provisions of the District Plan, which control the effects of development in relation to transportation, parking, noise, signage, and hazardous substances remain unchanged.

3.2 Summary List of PPCR Changes

- 3.2.1 Identification of Ravenswood as a Key Activity Centre:
 - (a) Changes 1 and 2 to amend the definitions of Key Activity Centre and Ravenswood
 - (b) Changes 5 and 6 acknowledge Ravenswood as one of the three main towns in the District alongside Rangiora and Kaiapoi.
 - (c) Change 7 acknowledges Ravenswood as one of the Key Activity Centres in the District.
 - (d) Change 18 outlines the implementation of the Key Activity Centre status as integral to the function of Ravenswood within the District, having regard to the Regional Policy Statement specifying this status.
- 3.2.2 Rezoning of the Site from Business 1 and Business 2:
 - a) Change 8 adds environmental results to be expected in the Business 1 Zone and rules for Ravenswood, creating a different character of the town centre from Rangiora and Kaiapoi.
 - b) Change 9 adds Ravenswood to the Business 1 zone framework and function.
 - c) Change 11 adds the characteristics of development and activities in Ravenswood.
- 3.2.3 Planning reasons for Ravenswood:
 - (a) Change 14 outlines the planning rationale for implementation of the Business 1 zone at Ravenswood with regard to State Highway 1 and connections to Christchurch.
 - (b) Change 17 creates a policy framework for the zoning and rule changes as sought for Ravenswood, outlining the rationale with regard to location, site characteristics, design principles, and function as a centre of commerce, community, and employment.
- 3.2.4 New planning rules and design-related matters for development at Ravenswood:

- (a) Change 10 includes design principles and assessment matters as the main strategy for managing development of the Ravenswood Town Centre.
- (b) Change 25 distinguishes Ravenswood by excluding it from design rules which apply for the established centres of Rangiora and Kaiapoi.
- (c) Change 26 makes new buildings a discretionary (restricted) activity subject to the design principles and assessment matters for Ravenswood, as contained in the rule.
- (d) Change 27 corresponds with Change 25.

3.2.5 Replacement of planning maps and introduction of structuring elements plan:

- (a) Changes 19 removes outdated provisions related to roads already built.
- (b) Change 30 replaces Outline Development Plan 158 for the subject area to feature proposed zoning.
- (c) Change 31 adds a “Structuring Elements” plan (being part of the Outline Development Plan) for the Ravenswood Commercial Area.

3.2.6 Other consequential changes on the Outline Development Plan consequential to the rezoning include:

- (a) The stormwater management areas and stream realignment area have been removed on the proposed ODP 158 also as the works suggested with these elements have been completed. Proposed ODP 158 shows the Taranaki Stream realigned as it exists within an Open Space/Reserve area, reflecting the value this element has in the spatial layout of Ravenswood. The stormwater management areas are no longer required as a single contiguous stormwater pond area has been created north of the ODP boundary. Part of the stormwater management area is now shown as NZTA Land to reflect the designation over this area.
- (b) Proposed new ODP 158 shows a slightly different roading pattern reflecting the existing road and subdivision layout and an amended roading pattern for the undeveloped area. The new roading layout for the undeveloped area reflects a more urban form with greater intersection density and parallel blocks. This removes a number of cul-de-sac roads and creates a more connected roading pattern. The proposed ODP158 road layout results in three fewer road crossings over the Taranaki Stream, with one of the eastern crossings now built as a pedestrian and cycle bridge.
- (c) The wide shoulder of green space along either side of Bob Robertson Drive has been removed in the proposed ODP 158. This change is due to the distinction given to the Urban Collector Road status of Bob Robertson Drive, which is depicted differently on the new ODP 158
- (d) The Local Reserves shown on the existing ODP158 are now shown as Open Space/Reserve areas on proposed ODP 158. The reconfiguration of these areas illustrates the existing large open space at the southwestern end of the ODP area, while a larger open space area at the northern end is now located with greater street frontage within the block layout, and a new open space area is provided in the southeastern end of the site.

- (e) The proposed new ODP 158 does not have Residential 6a zoning as much of this previously zoned area lies within Lot 203 which is proposed to be rezoned Business 1. The remaining area of Residential 6a located east of Lot 203 and the north-south road is 2.3ha in size, and would not be viable as an area of distinct residential character. Therefore, the Residential 6a zoned land has been proposed to be rezoned either Business 1 or Residential 6.

3.2.7 Consequential “administrative” changes to the District Plan that maintain the Plan’s integrity:

- (a) Change 3 emphasizes Ravenswood in Chapter 3.
- (b) Change 12 shifts town centre status from Pegasus to Ravenswood.
- (c) Change 13 identifies Ravenswood as a key destination in Policy 16.1.1.9.
- (d) Change 16 mentions Ravenswood as a Key Activity Centre and the relationship of this status with residential zoning.
- (e) Changes 20, 21, 22, 23, and 24 ensure consistency with other towns.
- (f) Changes 28 and 29 rename North Woodend to Ravenswood for consistency.

4.0 STATUTORY CONTEXT

4.1 Part 2 of the First Schedule, RMA

- 4.1.1 As noted, the PPCR is made by RDL pursuant to s73(2), and Part 2 of the First Schedule, and of the RMA.
- 4.1.2 Currently, the Ravenswood Commercial Area has a mix of residential (predominantly Residential 6a) and commercial (Business 1 and Business 2) zones under the WDP. The PPCR proposes to rezone the RCA to Business 1 and Business 2 only, and to identify the Business 1 zoned land as a KAC.
- 4.1.3 In summary, the PPCR proposes the followings changes to the WDP:
- (a) Rezone the RCA to Business 1 and Business 2 as shown in Figure 3.
 - (b) Identify the Business 1 zoned land as the Ravenswood KAC, being the third KAC in Waimakariri alongside Rangiora and Kaiapoi.
 - (c) Replace the outdated Outline Development Plan ('ODP') for North Woodend with a new ODP which reflects the proposed rezoning and the Ravenswood KAC (and the approved cadastral pattern for the rest of Ravenswood).
 - (d) Introduce design controls to guide the assessment of new developments within the Ravenswood KAC.
 - (e) Consequential changes to update the WDP and ensure internal consistency.
- 4.1.4 The changes proposed in items (a), (b) and (c) are shown on the updated Ravenswood ODP (Figure 3). Individual changes to the WDP text and maps are set out in the Schedule of Changes (Attachment 3).

4.2 Process Considerations

- 4.2.1 Upon lodgement, the PPCR becomes subject to Clause 25 of the Act's First Schedule, which is set out in full below:
- (1) *A local authority shall, within 30 working days of—*
- (a) *receiving a request under clause 21; or*
 - (b) *receiving all required information or any report which was commissioned under clause 23; or*
 - (c) *modifying the request under clause 24—*
- whichever is the latest, decide under which of subclauses (2), (3), and (4), or a combination of subclauses (2) and (4), the request shall be dealt with.*

- (1A) *The local authority must have particular regard to the evaluation report prepared for the proposed plan or change in accordance with clause 22(1)—*
- (a) *when making a decision under subclause (1); and*
 - (b) *when dealing with the request under subclause (2), (3), or (4).*
- (2) *The local authority may either—*
- (a) *adopt the request, or part of the request, as if it were a proposed policy statement or plan made by the local authority itself and, if it does so,—*
 - (i) *the request must be notified in accordance with clause 5 or 5A within 4 months of the local authority adopting the request; and*
 - (ii) *the provisions of Part 1 or 4 must apply; and*
 - (iii) *the request has legal effect once publicly notified; or*
 - (b) *accept the request, in whole or in part, and proceed to notify the request, or part of the request, under clause 26.*
- (2AA) *However, if a direction is applied for under section 80C, the period between the date of that application and the date when the application is declined under clause 77(1) must not be included in the calculation of the 4-month period specified by subclause (2)(a)(i).*
- (2A) *Subclause (2)(a)(iii) is subject to section 86B.*
- (3) *The local authority may decide to deal with the request as if it were an application for a resource consent and the provisions of Part 6 shall apply accordingly.*
- (4) *The local authority may reject the request in whole or in part, but only on the grounds that—*
- (a) *the request or part of the request is frivolous or vexatious; or*
 - (b) *within the last 2 years, the substance of the request or part of the request—*
 - (i) *has been considered and given effect to, or rejected by, the local authority or the Environment Court; or*
 - (ii) *has been given effect to by regulations made under section 360A; or*
 - (c) *the request or part of the request is not in accordance with sound resource management practice; or*
 - (d) *the request or part of the request would make the policy statement or plan inconsistent with Part 5; or*
 - (e) *in the case of a proposed change to a policy statement or plan, the policy statement or plan has been operative for less than 2 years.*

(5) *The local authority shall notify the person who made the request, within 10 working days, of its decision under this clause, and the reasons for that decision, including the decision on notification.*

4.2.2 Under sub-clause (1A), the Council must have particular regard to the evaluation report prepared for the proposed change in accordance with clause 22(1). Section 7 of this PPCR document provides the required s32 evaluation report for consideration by the Council.

4.2.3 Under sub-clause (2), the Council may either adopt the request, or part of the request, as if it were a proposed plan made by the local authority itself or accept the request, in whole or in part, and proceed to notify it accordingly. RDL requests the Council to accept the PPCR as a whole and to notify it under clause 26.

4.2.4 It is considered that the option for the Council to deal with the PPCR under sub-clause (3), as if it were an application for resource consent, can be dismissed for the following reasons:

- (a) The proposal is for a re-zoning of land; the PPCR provides detailed information in support of that proposition.
- (b) The proposal does not identify the layout and design of buildings as this requires a level of detail and specificity that is unavailable at the present time.
- (c) For the Council to treat the PPCR as a resource consent application, it would need to intentionally decide against using this opportunity to give effect to the RPS direction relating to the District's third KAC.

4.2.5 It is also considered that there is no valid reason for the Council to reject the PPCR under sub-clause (4) on the specified grounds set out therein, for the following reasons:

- (a) The PPCR is not frivolous or vexatious;
- (b) Within the last two years, the substance of the PPCR has not been considered and given effect to, or rejected, by the Council;
- (c) The PPCR accords with sound resource management practice;
- (d) The PPCR will not make the WDP inconsistent with Part 5 of the Act. Indeed, it will enable the WDP to give effect to the RPS in respect of the RPS direction relating to the District's third KAC (refer s73(4) RMA);
- (e) The WDP has been operative for longer than 2 years.

5.0 RESOURCE MANAGEMENT FRAMEWORK

5.1 Matters to be Considered by Territorial Authority

5.1.1 Section 74 of the Act sets out the documents in which a territorial authority must change its district plan in accordance with, including the functions, provisions, and statutory plans which the proposed plan change needs to be consistent with.

5.1.2 This section sets out the resource management framework within which to the assessment of environmental effects and evaluation of the proposed provisions must be considered. The RMA provisions, and the policy and planning documents, and which are relevant to the consideration of this PPCR are:

- (a) RMA ss 5-8, ss31-32, and ss 72-76
- (b) National Policy Statement on Urban Development (2020)
- (c) National Environment Standard (NES) for Assessing and Managing Contaminants in Soil to Protect Human Health (2011)
- (d) National Planning Standards (2019)
- (e) Canterbury Regional Policy Statement (2013)
- (f) Recovery Strategy for Greater Christchurch
- (g) Land Use Recovery Plan (LURP) (2013)
- (h) Canterbury Land and Water Regional Plan
- (i) Canterbury Regional Land Transport Plan (CRLTP)
- (j) Our Space 2018-2048: Greater Christchurch Settlement Pattern Update (2019)
- (k) Waimakariri District Plan (Operative 2005)
- (l) Mahaanui Iwi Management Plan (2013)
- (m) Our District, Our Future - Waimakariri 2048 (2018)

5.2 Resource Management Act (1991)

5.2.1 Part 2 of the Act – Purpose and Principles sets out the purpose of the Act (section 5), being the sustainable management of natural and physical resources in a way or at a rate which enables people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety.

5.2.2 Section 6 recognises and provides for identified matters of national importance. The principles of preservation of the natural character and the protection of them from inappropriate subdivision, use, and development is relevant to this proposal. While the Site is already zoned for urban development, and partially developed with confirmed servicing and infrastructure, the PPCR will alter the type of development on the Site. The maintenance and enhancement of public access to and along rivers, and the management of significant risks from natural hazards are also considered relevant, given the adjoining Taranaki Stream and change in the nature of development.

- 5.2.3 Section 7 identifies Other Matters that the proposal should have regard to, such as the maintenance and enhancement of amenity values and the quality of the environment. Section 8 requires the principles of the Treaty of Waitangi (Te Tiriti o Waitangi) to be taken into account. The PPCR proposes town centre development which is cognisant of the natural setting, enabling an urban environment with a high degree of amenity. The PPCR takes into account the principles of Te Tiriti with sustainable practices and cultural heritage values recognised throughout the PPCR. Consultation with Mahaanui Kurataiao ,on behalf of the relevant iwi, is also proposed reflective of the spirit of co-governance. Overall, it is considered that the PPCR accords with Part 2 of the RMA.
- 5.2.4 Under Part 5 Act, Section 72 states that the purpose of district plans is to assist territorial authorities to carry out their functions in order to achieve the purpose of the Act. Section 73 stipulates that plans must be prepared in accordance with Schedule 1. It empowers any person to request a territorial authority to change a district plan, in the manner set out in Part 2 or 5 of Schedule 1. Under s73(4), a local authority must amend a proposed district plan or district plan to give effect to a regional policy statement. This PPCR has been prepared in accordance with Schedule 1 and proposes to give effect to the RPS by establishing the KAC for the Woodend-Pegasus area.
- 5.2.5 Section 74 sets out the matters to be considered by the territorial authority when preparing and changing its district plan. Of relevance to this PPCR, is the assessment of effects including the provisions of Part 2, and the section 32 evaluation. The relevant National Policy Statements, National Environment and Planning Standards, regional policy statements and management plans are discussed below. Of particular relevance is the extent to which the district plan needs to be consistent with the plans or proposed plans of adjacent territorial authorities. This includes the sub-regional direction established in the Land Use Recovery Plan, which culminated in the OurSpace 2048 strategy and alignment with the RPS direction on KAC's.
- 5.2.6 Section 75 sets out the contents of district plans and authorises the framework for how they are drafted and enacted, while Section 76 grants authorises territories to include rules in a district plan. This PPCR proposes new rules consistent of these above requirements, with reasons given for each of the proposed changes in full cognisance of maintaining the integrity of the WDP.

5.3 National Policy Statements, Environmental Standards, and Planning Standards

- 5.3.1 Section 52(2) requires territorial authorities to amend district plans so they satisfy the requirements of National Policy Statements (NPS). Of relevance to this PPCR is the National Policy Statement on Urban Development (NPS-UD), effective 20 August 2020. The NPS states that WDC, as a Tier 1 local authority, must provide at least sufficient development capacity in its district to meet expected demand for business land from different business sectors in the short, medium, and long terms. In order to be "sufficient," development capacity must be plan-enabled, infrastructure ready, suitable,

and provide for a 15% competitiveness margin over and above long term expected demand.

- 5.3.2 This PPCR is driven by the apparent lack of commercially attractive land proximate to rapidly growing residential areas. Objective OA3 of the NPS-UDC requires planning decisions to recognise that urban environments develop and change over time in response to the changing needs of people and communities and future generations, resulting in the existing planning framework being no longer suitable for current or future needs. Further, Objective OC2 requires local authorities to adapt and respond to evidence about urban development, market activity and the social, economic, cultural and environmental wellbeing of people and communities and future generations in a timely way. This PPCR includes information which enables the WDC change the WDP in a manner that is consistent with the objective OC2. The currently limited amount of Business 1 Zone land at Ravenswood and the absence of KAC recognition in the WDP mean that the NPS:UD-directed development capacity is not currently plan-enabled at the district level for Waimakariri.
- 5.3.3 Objective OD1 promotes urban environments where land use, development, and infrastructure are integrated with each other. This PPCR proposes the supply of business land which will keep up with the growing residential areas nearby and across the district. Recognising that there needs to be coordination and aligned planning decisions within and across local authority boundaries under Objective OD2, guidance for sub-regional planning has been given by the Regional Council (Environment Canterbury) and the Greater Christchurch Partnership, with both of these having recognised the need for a third KAC in the vicinity of the Site. The PPCR addresses these matters by proposing the re-zoning of sufficient land at Ravenswood so that, once operative, the requisite urban development capacity will be plan-enabled through the WDP.
- 5.3.4 The PPCR also aligns with the NPS:UD insofar as:
- (a) the site is infrastructure-ready in the short term;
 - (b) the PPCR will enable business uses to establish on business land as discretionary (restricted) activities;
 - (c) the site is suitable in terms of location size, accessibility, contour, market availability, and greenfield development-readiness;
 - (d) the PPCR enables development of a new town centre and KAC which can deliver 34% of the District's expected floor space demand (with the requisite competitiveness margin applied).
- 5.3.5 Of the National Environmental Standards (NES), the only document considered relevant to the PPCR is the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011 (NES-CS), which outlines nationally consistent limits and methods for managing soil contamination.

Remedial work for the soil within the Site has been achieved through the engineering and development works begun under previous resource consents.

- 5.3.6 National Planning Standards (NPS) have been developed by the Ministry for the Environment to make council plans and policy statements easier to prepare, understand and comply with. The first set of planning standards were enacted on 3 May 2019, which includes a standardised structure for district plans and how they are drafted. More specifically, the prescribed format standardises the zoning categories and use of colours on spatial plans. WDC is currently preparing a 'second generation' plan (2GP), which will include the zoning framework and nomenclature of the NPS. It is anticipated that the new zoning proposed under the PPCR can be re-named as 'Town Centre Zone' or 'Commercial Zone' depending on how the Council proposes to structure and detail its proposed zones within the KAC's.

5.4 Regional Plan, Policies, and Canterbury Earthquake Response

- 5.4.1 Planning at the regional level is guided by the Canterbury Regional Policy Statement (CRPS). This document outlines resource management objectives and policies, and sets out the responsibilities of regional and local authorities. This is particularly important for managing the urban form and function of Greater Christchurch, which extends beyond Christchurch City into Selwyn and Waimakariri Districts.
- 5.4.2 The PPCR is consistent with Objective 5.2.1 (Location, design and function of development) in providing for sustainable growth in and around existing urban areas. The Site is already partially zoned for commercial development and this PPCR seeks to enable economic development by providing for additional business activities in an appropriate location. With reference to Objective 5.2.3 Transport network (Wider Region) and Policy 5.3.1 Regional growth (Wider Region), the PPCR provides for development that supports a consolidated and sustainable urban form, being a town centre with that enables urban consolidation.
- 5.4.3 The PPCR has regard to the Canterbury Regional Land Transport Plan (CRLTP) objective of providing transport options and managing the effect of population growth, insofar as the new KAC intended to reduce travel times and dependence on private vehicles. A growing catchment is located within walking and cycling distance of the proposed KAC, with opportunities to strengthen public transport links across the district and with greater Christchurch. The Canterbury Land and Water Regional Plan has limited relevance to the PPCR as the Site is already transitioning from rural use to urban use.
- 5.4.4 The Canterbury Earthquake Recovery Authority (CERA) was established as a government agency on 29 March 2011 to lead and coordinate the Government's response and recovery efforts following the Canterbury Earthquakes of 2010 and 2011. Along with the associated Canterbury Earthquake Recovery Act 2011, the rebuild and recovery directed local authorities to amend planning documents and processes to

facilitate this effort. In particular, the Land Use Recovery Plan (LURP) was implemented in December 2013 under s24(1)(c) of the Canterbury Earthquake Recovery Act 2011. This directed changes to the resource management documents of the Greater Christchurch area, notably Chapter 6 Recovery and Rebuilding of Greater Christchurch of the RPS.

- 5.4.5 The LURP prioritised particular areas for redevelopment and development, with large areas of Waimakariri District marked as 'greenfield priority areas' to accommodate new development on greenfield land. This includes the Site which is subject to this PPCR. The same imperative sought to consolidate the hierarchy of centres and activity in the greater Christchurch area, these being the KAC's in Waimakariri District which include the existing centres of Rangiora and Kaiapoi, and the "Woodend-Pegasus" location, the latter being the venue for the Waimakariri District's third KAC. The Waimakariri District Council subsequently confirmed the Ravenswood location in 2017 but has not changed the WDP to establish the KAC.
- 5.4.6 The PPCR will give effect to the directives of the LURP by being within a greenfield priority area and seeking to establish the KAC. A strong legal imperative underpins the PPCR as Section 60(2) of the Greater Christchurch Regeneration Act 2016 (which superseded the Canterbury Earthquake Recovery Act 2011 on its expiry) requires the local authority not to make a decision that is inconsistent with the Plan.
- 5.4.7 Both the Greater Christchurch Regeneration Act 2016 and National Policy Statement on Urban Development Capacity 2016 are reflected in the OurSpace 2018-2048: Greater Christchurch Settlement Pattern Update document, produced by the Greater Christchurch Partnership in July 2019. This document replaces earlier work by the Greater Christchurch Partnership in the Greater Christchurch Urban Development Strategy (UDS) of 2007, which was scheduled for review in 2011 and postponed until the earthquake recovery directives were set. As noted above, the NPS:UD (effective 20 August 2020) replaced the NPS:UDC, reinforcing the requirement that WDC provide at least sufficient development capacity to meet expected demand for business land within a 30-year planning term.
- 5.4.8 Many of the strategic challenges and priorities noted in OurSpace 2018-2048 involve managing the post-earthquake form of the wider Christchurch area and the projected shortfalls in residential and commercial land. The PPCR recognises the strategic factors in the document, having regard to the KAC framework and increased density and self-sufficiency of the satellite towns in Waimakariri District. A new KAC will enable new and expanded business opportunities for the District and will support its growing population and economic resilience.

5.5 District Plan and Local Strategies

- 5.5.1 The Waimakariri District Plan is the most important document to consider when assessing this PPCR, which must be consistent with the objectives and policies of the

District. The PPCR maintains the purpose and integrity of the WDP, with the requested changes being proposed accordingly. Changes are made primarily to Chapter 16 Business Zones, with only minor changes to the objectives and policies to include the new KAC in its framework; and in Chapter 31 Health, Safety, and Wellbeing to add suitable rules for the new KAC, being a new town centre that is distinguishable from and complementary to the existing historic towns.

- 5.5.2 Under Definitions, Key Activity Centres means “*commercial centres identified as focal points for employment, community activities, and the transport network; and which are suitable for more intensive mixed-use development.*” The purpose and function of the new Ravenswood KAC is recognised in the PPCR. The requested changes will enable the new town centre to serve as a KAC, to be a focal point for community and commerce, being equal to the other town centres at a sub-regional level, and serving as a gateway to the District.
- 5.5.3 In Chapter 12 Health, Safety, and Wellbeing, the objectives and policies outline the development for maintaining the integrity of the urban environment. Objective 12.1.1 seeks to maintain the amenity values and quality of environment that is appropriate for different parts of the District to protect the health, safety, and wellbeing of present and future generations, and ensure that any potential adverse environmental effects from buildings and structures, signs, glare, noise and hazardous substances are avoided or mitigated. It is of note that the PPCR does not alter the rules that manage matters such as signage, glare, noise, and hazardous substances. It is principally only the standards for new buildings which are altered to provide for a new centre within the Ravenswood KAC.
- 5.5.4 Policy 12.1.1.1 directs the WDC to maintain and enhance the positive contribution that buildings and structures, and the spaces between them, make to the character and amenity of urban areas where people reside, the neighbourhood and streetscape. The proposed new rules for buildings in the Ravenswood KAC are less prescriptive than in the existing KAC’s of Rangiora and Kaiapoi, the latter being contextualised by the existing character and buildings. For Ravenswood, Council will have a greater degree of discretion over the built form by applying a variety of design criteria. Policy 12.1.1.4 seeks to maintain and enhance the positive amenity values associated with natural features and structures on Business Zone sites which front onto strategic, arterial and collector roads. The PPCR recognises the locational objective of Business 2 land by applying this zone to the KAC’s “gateway” sites proximate to SH1.
- 5.5.5 The PPCR is consistent with the direction set out in Chapter 13 Resource Management Framework, particularly Objective 13.1.1 which recognises and provides for the community’s social and economic relationships within the District. Additionally, the District’s external relationships, particularly those with Christchurch City are managed in an integrated and sustainable way, and provide for and safeguard the community’s wellbeing, health, and safety. By establishing a new KAC, the PPCR provides for social

and economic relationships, both within and external to the District. The new town centre will serve as a focal point for a growing residential area, and will offer new economic opportunities not otherwise feasible within the District and beyond.

- 5.5.6 The Mahaanui Iwi Management Plan (IMP) has been prepared by six Ngāi Tahu rūnanga to help guide councils, and other agencies, decisions about the environment and protection of resources. The plan gives valuable insight to Ngāi Tahu values, issues and aspirations for the recognition, protection, and management of taonga and cultural interests. The PPCR recognises these values, principles, and connections, particularly that of the takiwā of Te Ngāi Tūāhuriri Rūnanga in their kaitiakitanga and rangatiratanga of the area including the Site. Of relevance to the PPCR are the principles regarding Wai Māori (meaning of water) and Papatūānuku (spirit of the earth and nature).
- 5.5.7 Part 5.3 of the IMP outlines the objectives around Wai Māori in resource management, particularly recognising the taonga status of water. Water and land are managed as interrelated resources consistent with Ki Uta Ki Tai, and waterways having healthy, functioning riparian zones and are protected from inappropriate activities. The Site borders the Taranaki Stream to the south, which will form a large part of the character and identity of the new KAC, and adjoins the drainage reserve to the north, which manages stormwater in a slow sustainable way. The integration of land and water plays an important part in the form and identity of the KAC, consistent with the Wai Māori objectives.
- 5.5.8 Part 5.4 of the IMP outlines the objectives around Papatūānuku in resource management. The relevant objectives to the PPCR are the ancestral and contemporary relationship between Ngāi Tahu and the land is recognised and provided for in land use planning and decision making, and that the ancestral and contemporary relationship between Ngāi Tahu and the land is recognised, and provided for, in land use planning and decision making, and subdivision and development activities implement low impact, innovative and sustainable solutions to water, stormwater, waste and energy issues.
- 5.5.9 In addition to the District Plan and IMP, other development strategy plans have been considered in preparing this PPCR. At a District-wide level, the Our District, Our Future: Waimakariri 2048 District Development Strategy (released in July 2018). This document outlines the challenges and opportunities in the District, such as being one of the fastest growing districts in New Zealand and promoting greater local self-sufficiency. Key action points relevant to the PPCR include rezoning land for business development where appropriate and continuing to work with developers to encourage provision of adaptable, multi-use buildings.
- 5.5.10 At the local level, both the Kaiapoi Town Centre Plan and Rangiora Town Centre Strategy, prepared by WDC to improve the self-sufficiency and growth of these towns, are relevant to the PPCR. The development aspirations of both these KAC's are

acknowledged in the PPCR which identifies the growth potential also available to them in parallel with the emergence of the District's third KAC.

5.6 Effects Assessment

5.6.1 Section 6 of this report assesses the environmental effects which may arise from implementing the provisions of the PPCR. The assessment of environmental effects ('AEE') accords with clauses 6 and 7 of Schedule 4 of the RMA. The AEE is also supported by the following specialist assessments (Volume 2 of 2):

- (a) Economic assessment (**Annexure 1**)
- (b) Transportation assessment (**Annexure 2**)
- (c) Urban design review and landscape assessment (**Annexure 3**)
- (d) Infrastructure assessment (**Annexure 4**)

6.0 ASSESSMENT OF ENVIRONMENTAL EFFECTS

6.1 Overview

- 6.1.1 This section addresses the requirement under Clause 22(2) of Schedule 1 RMA which states:

“Where environmental effects are anticipated, the request shall describe those effects, taking into account clauses 6 and 7 of Schedule 4, in such detail as corresponds with the scale and significance of the actual or potential environmental effects anticipated from the implementation of the change, policy statement, or plan.”

- 6.1.2 This Assessment of Environmental Effects (AEE) report has been prepared for Ravenswood Developments Limited, based on the proposed rezoning of land and identification of the Ravenswood KAC through the PPCR.
- 6.1.3 The PPCR recognises that retail activities are best provided for through the proposed zoning framework rather than by applying for a resource consent(s) to enable their development.
- 6.1.4 The immediate area comprises a growing residential catchment that warrants a new town centre, and the proximate location of State Highway 1 makes the RCA highly desirable for business activities. Being a flat greenfields Site, it can be developed to accommodate business activities that may be unable to locate in the traditional centres of Rangiora and Kaiapoi. Re-zoning of the Site to primarily Business 1 will enable the establishment of a new town centre to serve the existing local community and the wider District.

6.2 Site Details

- 6.2.1 The PPCR applies primarily to a 12.8ha area of land comprised of eight lots, located to the west of the SH1 roundabout at the intersection of Pegasus Boulevard and Bob Robertson Drive.
- 6.2.2 With much of the existing Business 2 Zone land already established by subdivision and currently being developed, the most significant change sought by the PPCR involves expansion of the commercial area onto the adjacent lots, being Lots 203, 11, and 202. As this area is predominantly zoned Residential 6 and 6a under the existing ODP framework, consequential adjustments to the residential zoned land within the RCA are also sought.
- 6.2.3 Details of the Site, also referred to as the Ravenswood Commercial Area, are outlined as follows:

RAVENSWOOD COMMERCIAL AREA		
LEGAL DESCRIPTION	SITE AREA	ADDRESS
Lot 2 DP 521536	1.1574 Ha	10 Bob Robertson Drive
Lot 9 DP 521536	0.4355 Ha	8 Bob Robertson Drive
Lot 10 DP 521536	0.3076 Ha	4 Bob Robertson Drive
Lot 12 DP 521536	0.2415 Ha	8 Clayton Place
Lot 13 DP 521536	1.0814 Ha	6 Clayton Place
Lot 14 DP 521536	0.7106 Ha	4 Clayton Place
Lot 15 DP 521536	0.4681 Ha	14 Bob Robertson Drive
Lot 201 DP 521536	1.2787 Ha	4 Kesteven Place
Lot 1 DP 529368	0.5345 Ha	
Lot 2 DP 529368	0.7442 Ha	
Lot 202 DP 521536	0.3610 Ha	3 Garlick Street
Lot 203 DP 521536	7.8029 Ha	11 Bob Robertson Drive
Lot 1 DP 545570	0.2014 Ha	1 Garlick Street
Lot 2 DP 545570	0.3607 Ha	3 Bob Robertson Drive
Lot 11 DP 545570	1.5657 Ha	7 Garlick Street
Lots 100 – 135 DP 521536	4.8456 Ha	2-10 Hinge Lane 16 & 20 Bob Robertson Drive 1-22 Bowmaker Crescent 3-12 Lilburne Street



Figure 4: Aerial Site Photograph

District Plan:	Waimakariri District Plan
Zoning:	Business 1
	Business 2
	Residential 6a
Overlays:	Land Use Recovery Plan Priority Area
	Silent File Area SF017 Pekapeka
	Silent File Area SF011 Pakiaka
Designations:	D058A New Zealand Transport Agency, SH1 Woodend By-Pass

6.3 Site Description

- 6.3.1 The Site is flat. It is situated on the Canterbury Plains, and is bounded by State Highway 1 to the east, the drainage reserves along Wards Road to the north, the new alignment of the Taranaki Stream to the south, and vacant land earmarked for residential development to the west.



Figure 5: Bob Robertson Drive looking east towards State Highway 1

- 6.3.2 The Site is characterised mostly by recently-created vacant serviced lots, with paved roads and kerbs, streetlights and signs, street trees, and footpaths already established.

Completed development within the proposed RCA presently includes the BP service station and McDonald's restaurant on Bob Robertson Drive nearest to the roundabout. There are a few visible indicators of development on other lots, including buildings under construction north of Bob Robertson Drive in the completed Business 2 subdivision, and hoardings displaying future development plans, notably for a New World supermarket across Kesteven Drive from the service station.

- 6.3.3 Lots 100 – 135 DP 521536 comprise a 4.8456 Ha subdivision of business and light industrial activities under the existing Business 2 zoning framework, while across Clayton Place, on Lot 12, a childcare centre has been granted consent. A 3075m² commercial complex including retail activities, commercial services, and associated parking and public open space has been granted resource consent under RC185020 in June 2018 over Lots 13 and 14. This development includes 26 tenancies of varying sizes, and was granted consent on Business 2 zoned land as part of an exchange of Business 1 "entitlements" under the existing ODP. Lot 2 is subject to RC195097 granted in August 2019 for a New World supermarket.
- 6.3.4 Across Kesteven Street at the eastern gateway to Ravenswood, the BP service station was established on Lot 9 by resource consent granted in June 2016, and the McDonald's restaurant on Lot 10 by another resource consent in July 2016. South of Bob Robertson Drive on Lot 1 DP 545570, a Gull service station was granted consent in December 2019. Gull also owns Lot 2 DP 545570. Further south along Garlick Street on Lot 202, a resource consent for a motel development with 26 units was granted in March 2017, though the requester is not proposing to give effect to this consent.
- 6.3.5 Residential development has already been taking place at the southwestern end of the ODP 158 area near Rangiora-Woodend Road, with new streets such as Tara Crescent and Minerva Crescent completed with new houses already being occupied. Further residential subdivision is ongoing north of this area, with the southern stretch of Bob Robertson Drive being formed, with the intention of connecting both ends of Bob Robertson Drive by October 2020.
- 6.3.6 Designation D058A extends along the eastern edge of the Site and to the south of Garlick Street, being the land acquired by New Zealand Transport Agency for the SH1 Woodend Bypass. The designated land forms a corridor between the northern end of the Christchurch Northern Motorway at Pineacres, bypassing Woodend and then merging with the existing State Highway 1 designation at Ravenswood. The SH1 Woodend Bypass project is still technically at investigation stage. It will consist of a four-lane controlled access highway. Garlick Street will be extended to connect with Woodend and, like Bob Robertson Drive, will be an Urban Collector Road.

6.4 Surrounding Environment

- 6.4.1 The area immediately surrounding the Site is the essential Canterbury Plains, with flat pastoral land enclosed with shelterbelts and groves of poplar and macrocarpa trees,

set against the backdrop of the Southern Alps and high country. Adjoining to the north of the Site is a drainage reserve consisting of shallow stormwater ponds, while the Taranaki Stream along the southern edge of the Site has recently been realigned and replanted with cabbage trees. Taranaki Stream flows northeast towards Waikuku Beach. Opposite Main North Road to the east of the Site is the Pegasus Golf Club and the large residential sections of Mapleham.

- 6.4.2 Along Pegasus Boulevard to the east is the new masterplanned town of Pegasus, situated around an artificial lake and containing local businesses and new residential subdivisions of varying sizes and modern styles. This has been achieved through Residential 6 and Residential 6a zoning in the urban area, with less dense development at Mapleham being under a specific rural zoning. Further east are low-lying wetlands and the beach along the expansive Pegasus Bay.
- 6.4.3 North of the Site are the settlements of Waikuku and Waikuku Beach characterised by small businesses and residential lots of varying sizes achieved by a combination of Residential 3, Residential 4a, and Residential 4b zoning. The braided Ashley River lies further north of these settlements. Woodend to the south of the Site is a small town with small businesses along Main North Road and residential areas to the northwest and southeast of these. The southern end of the town is marked by the large intersection with Rangiora-Woodend Road. Woodend is predominantly zoned Residential 2, with a small area of Residential 4b zoning to the north and Residential 4a to the south. Business 1 Zone applies to the commercial strip along the main road.
- 6.4.4 With Pegasus being a new town still under development, Woodend being a growing town, and new residential subdivisions at Waikuku and Waikuku Beach, the nearby area is becoming increasingly populated. Much of the remaining area is zoned for rural activities, though much of this is moderately populated.
- 6.4.5 The main towns of Waimakariri District are nearby, with the Site being 6.2km east of Rangiora town centre, and 8.4km north of Kaiapoi town centre. Waimakariri River lies further south, being the other large braided river etching the southern boundary of the District which takes its name. The Site is within the hinterland of Christchurch City, being a relatively short driving distance from the city centre (approximately 25km south) and Christchurch International Airport being 22km to the southwest.
- 6.4.6 Transport links in the area are good, with main roads connecting the District's main settlements directly. These include the Rangiora-Woodend Road, Pegasus Boulevard, and Waikuku Beach Road. These roads link to State Highway 1, which extends generally north-south through the District from the current terminus of the Christchurch Northern Motorway at Kaiapoi, across the Ashley River bridge towards Leithfield in the Hurunui District. Many of the main roads have separated cycle lanes. The Main North Line railway traverses the District from the Waimakariri River through

Kaiapoi and then Rangiora, before crossing the Ashley River to Ashley and Sefton, and heading north to Picton. The railway is used mostly by freight trains.

6.5 Description of the Proposal

- 6.5.1 The PPCR proposes to rezone the Site from Residential 6a, Business 2, and Business 1 Zones to a more balanced mix of Business 1 and Business 2 Zones. An important objective of the PPCR is to establish a Key Activity Centre (KAC) for the District alongside the existing towns of Rangiora and Kaiapoi. This is achieved through Business 1 zoning, together with a suite of new design-related assessment criteria to manage and facilitate the development of Ravenswood as a modern and attractive town centre.
- 6.5.2 The existing ODP 158 is compromised, with subdivision and roading layout having deviated from its prescriptive spatial pattern.
- 6.5.3 Other factors requiring a revision of ODP 158 include the realignment and rehabilitation of the Taranaki Stream taking a form that varies from the ODP, the designations already in place for the SH1 Woodend Bypass Corridor, and the approved cadastral pattern for the residential development nearest to Rangiora-Woodend Road. These result in considerable changes to the spatial layout of the roading and zoning patterns in the eastern third of the ODP area, with the western two thirds remaining largely unchanged.
- 6.5.4 The PPCR proposes to re-zone eight lots near the Bob Robertson Drive/Garlick Street roundabout as Business 1, and applies a KAC notation to this area (comprising 12.8ha). This land includes the commercial development of Lots 13 and 14 which has already been granted resource consent, Lots 2 and 12 respectively having a supermarket and childcare centre already consented under Business 2, and Lot 202 having resource consent for a motel. Most of the new zoning will be applied to Lot 203 being the southwestern quadrant of the Ravenswood Commercial Area, which has not been subject to any resource consent activity.
- 6.5.5 The Site has been marked as a Greenfield Priority Area and KAC since 2013 in the Regional Policy Statement (RPS), though not given effect to in the District Plan. Rangiora and Kaiapoi were recognised as KACs in 2014. The PPCR proposes to give effect to the RPS-directed KAC by confining its extent to the eight lots where Business 1 zoning is proposed. This will establish Ravenswood as a town centre with equal planning status to Rangiora and Kaiapoi.
- 6.5.6 Much of the area south of Bob Robertson Drive is zoned Residential 6a, which will be replaced with Business 1 zoning in the Plan Change request. The residential area in the immediate vicinity will be consequentially zoned Residential 6 to match the residential zoning of the wider area and to create contiguous zoning blocks.

- 6.5.7 The completed business subdivision comprising lots on Lilburne Street, Hinge Place, Bowmaker Crescent, and Clayton Place are already being developed and will retain Business 2 zoning, while the lots forming the “gateway” to the Ravenswood Commercial Area east of Kesteven Street and Garlick Street will also be zoned Business 2.
- 6.5.8 The PPCR proposes to apply Business 1 zoning to eight lots, however, the requester is also proposing to amend the District Plan rules for new buildings in the Business 1 zone by introducing specific rules, environmental results, and design-related assessment matters. These provisions are designed to “direct” an attractive and integrated form of development by:
- (a) requiring buildings to nominate a pedestrian-oriented ‘public frontage’ of good architectural quality to create edges of streets and open spaces;
 - (b) minimising blank walls by encouraging building edge activation and modulation of building form;
 - (c) locating parking and loading to the side or rear of buildings;
 - (d) promoting the amenity of pedestrian routes and spaces with verandahs, glazing, and Crime Prevention Through Environmental Design (CPTED) principles;
 - (e) providing a minimum of 5984m² of prominent open spaces, together marker buildings, to establish the character and identity of Ravenswood;
 - (f) promoting landscaping and planting wherever opportunities for these exist;
 - (g) encouraging buildings over one storey in height up to 15 metres; and
 - (h) creating pedestrian and cycling linkages.
- 6.5.9 The PPCR utilises the existing Business 1 and 2 zoning options to allow a wide variety of activities that facilitate a town centre, with new environmental and design-related assessment criteria to enable development of a greenfields site with the consented built form and existing street pattern for reference. The design philosophy allows for a variety of activities and building forms with controls on their interface with the public realm, ensuring pedestrian-oriented spaces of high amenity and legible building frontages expected of a focal point for commercial and civic life. New buildings require discretionary (restricted) activity resource consent to allow assessment of building designs and their relationship to public spaces within the centre.
- 6.5.10 The PPCR provides for a new town centre in an area experiencing significant population growth, near to the new developing settlement of Pegasus, new subdivisions at Waikuku and Woodend, and the residential development at Ravenswood itself. The new town proposed through the PPCR also capitalises on its location and connection to the proposed SH1 Woodend Bypass, which will provide better accessibility to greater Christchurch and surrounding districts.
- 6.5.11 The large land parcels and single ownership offer development and commercial opportunities not readily available in the existing KAC’s of Rangiora and Kaiapoi, such

as larger format retail and integrated commercial development, which will make Ravenswood unique within the economic framework of Waimakariri District, increasing its economic resilience and self-sufficiency in terms of employment and retail activities.

6.6 Retail Distribution and Economic Effects

6.6.1 Insight Economics Limited was engaged to undertake a retail distribution analysis to inform the establishment of the RPS-directed KAC. The report includes relevant background information which provides a context for the evaluation, methodology and assumptions used in the report. Foreseeable demands in both the study area and wider framework of existing centres were identified, enabling an assessment of the social and economic implications of the new KAC. The Insight Economics report is included as **Annexure 1**.

Study Area and KAC Framework

6.6.2 In order to create a large enough catchment to provide reliable data, the Study Area has been based on the Waimakariri District boundaries. In order to forecast the supply and demand for retail space within the District, an analysis of demographic data including population projections, employment numbers, and retail expenditure were used. In particular, the analysis explored the retail sector workforce and household spending. These figures show that Waimakariri district has a low level of local employment and spending leakage out of the District due to its proximity to Christchurch.

6.6.3 To reinforce this study area, a “local neighbourhood” assessment was undertaken on the immediate surrounds, comprised of five suburbs defined by Statistics New Zealand’s Statistical Area 2 (SA2) boundaries. The Study area covers much of the coastal Waimakariri District between the Ashley and Waimakariri Rivers, specifically excluding Rangiora and Kaiapoi. The SA2 suburbs used to define the Study Area are:

- Tuahiwi;
- Pegasus;
- Pegasus Bay;
- Waikuku; and
- Woodend.

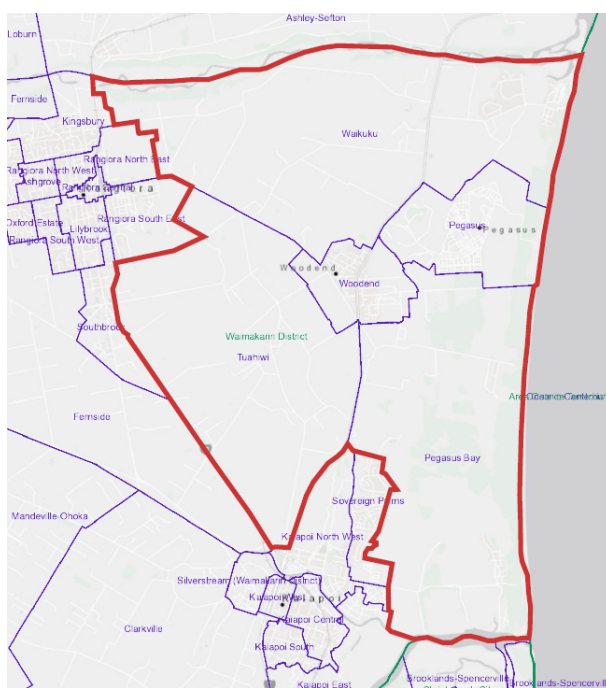


Figure 6: Map of Study Area from StatsMaps

- 6.6.4 Using data from Statistics New Zealand, Insight Economics concludes that the Local Neighbourhood Area had 9,060 people occupying 3,230 dwellings in early 2018, providing an average household size of 2.8 persons. The demographic, economic, and household data of the Study Area was compared to the rest of Waimakariri District and Canterbury Region to produce the following conclusions:

CONCLUSIONS FROM LOCAL NEIGHBOURHOOD DATA		
DEMOGRAPHIC	ECONOMIC	HOUSEHOLD
<ul style="list-style-type: none"> ▪ Slightly younger than District and Region average ▪ Less likely to be Asian, and more likely to be Maori ▪ Less likely to have a religious affiliation ▪ More likely to be partnered/married 	<ul style="list-style-type: none"> ▪ Are more likely to be in the labour force and more likely to be employed ▪ More likely to be an employee and less likely to be self-employed ▪ Less likely to work as a “professional” and more likely to work in the trades ▪ More likely to have personal incomes in the top bracket (\$70k +) 	<ul style="list-style-type: none"> ▪ Dwellings are more likely to be separate. i.e. stand-alone dwellings ▪ Households are more likely to own at least one vehicle ▪ Households are more likely to have lived at their current address for less than 5 years ▪ Much more likely to pay weekly rent of at least \$400.

- 6.6.5 Insight Economics also concludes that the Local Neighbourhood Area has a rapidly growing population, with an increase of 3,470 to 10,470 people expected to 2043 under low and high growth projections. Respectively, these represent compound annual growth rates (CAGRs) of 1.3% to 2.9%, with a medium projection of 6,870 new residents or 2.2% CAGR.
- 6.6.6 Discussions involving Insight Economics and WDC Planners conclude that these extrapolations are likely to be conservative, having been taken from 2013 data which do not account for the rapid population increase that has taken place since. This is visibly evident from the various residential subdivisions taking place around the Study Area, particularly at Waikuku Beach, Woodend, and Ravenswood itself. Insight Economics notes that the Local Neighbourhood Area is forecast to grow much faster than the Study Area (whole of District) average.
- 6.6.7 Consideration of the wider area is also relevant, as the Site is uniquely placed having much of Northern Christchurch and even some of Hurunui District within reasonable driving distance. The retail analysis was prepared in the context of Chapter 6 of the Canterbury RPS (Recovery and Rebuilding of Greater Christchurch), which upholds Key Activity Centres (KACs) as the main centres of commerce, community, and civic activities. As the PPCR seeks to establish a new KAC, other centres closest to the Site

were considered in the Insight Economics assessment for trade impact and retail distribution effects on centres of similar scale and importance.

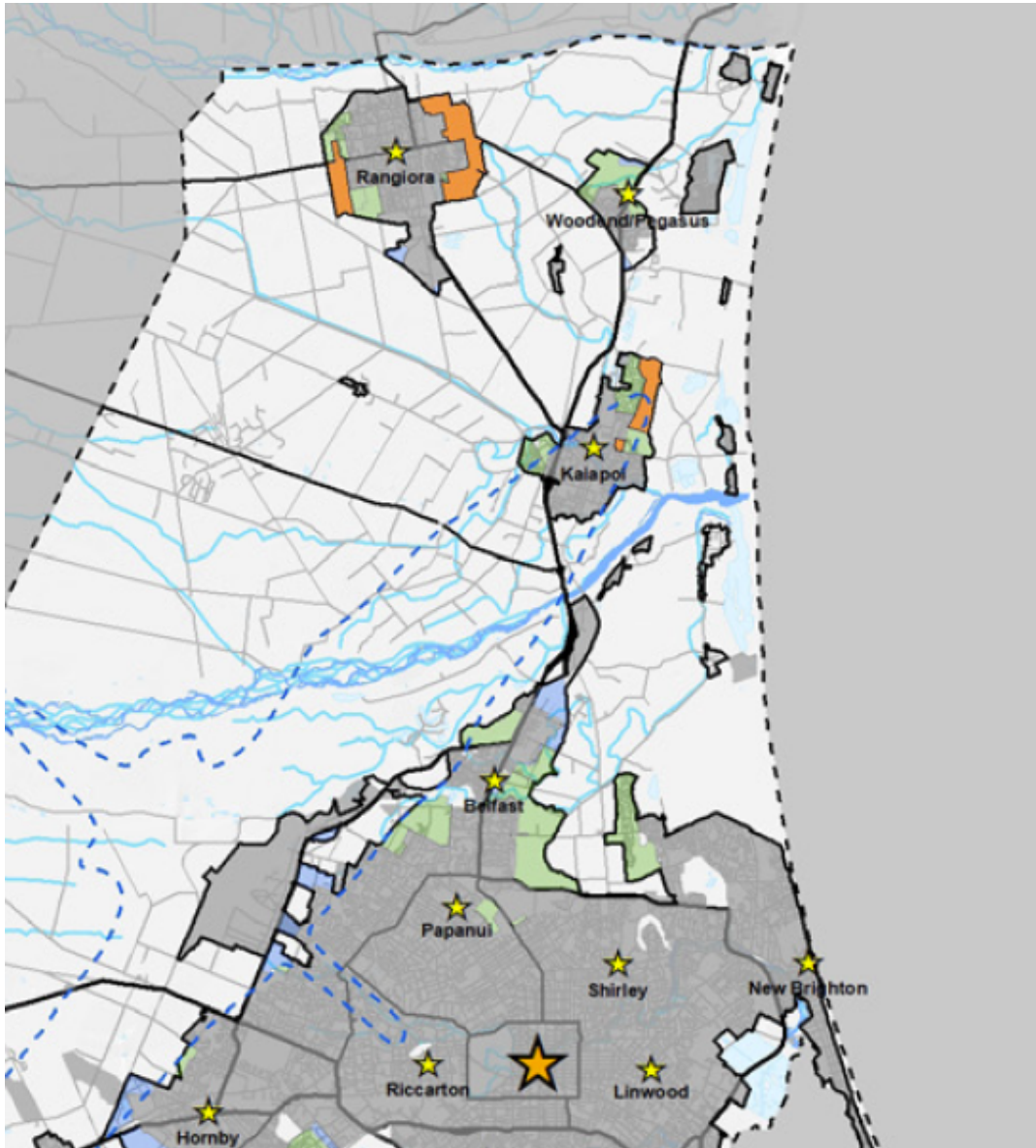


Figure 7: Map of Wider Area Illustrating Location of Other KACs

6.6.8 Close attention has been paid to the effects on the main towns of Waimakariri District, these being Rangiora, the largest town in the District and noted for its historic character and convenience for many residents, and Kaiapoi, characterised by the Kaiapoi River and well-established businesses located there. Both town centres have KAC status under the RPS, and are largely comprised of Business 1 zoning as proposed for the Site under the PPCR.

6.6.9 In considering the wider area, Insight Economics notes that recent decisions within the real estate market have altered the economic landscape, notably the sale of a large site in Belfast planned for a 20,000m² retail development previously referred to as the 'Styx Centre' to Ryman Healthcare for a retirement village. Another is the use of

Business 1 Zone land at Pegasus town centre for residential development purposes. Both of these result in a significant reduction in retail supply opportunity within Northern Christchurch and Waimakariri District.

Projected Demand and Methodology

- 6.6.10 As noted, the Site presently has a BP service station and McDonald's restaurant already built, and consents granted for a childcare centre, a 3,297m² supermarket, 2,200m² of space for retail and commercial services, 1,500m² of space for food and beverage outlets, and 36 light industrial sections. Along with the remaining lots proposed to be zoned Business 1 and 2, the combined Ravenswood Commercial Area comprises 19.58 hectares. Of this, 12.79ha is proposed for town centre and KAC purposes.
- 6.6.11 Trade impact and retail distribution and effects have been assessed based on both the consented development and assumptions made for the zoning of the remaining lots. This creates a model of the estimated floor space and activity mix that can be reasonably expected at the Site. Key assumptions include 40% GFA of land areas being used for retail after the deduction of lanes, walkways, open spaces, parking, and servicing areas. Seventy percent of this GFA is estimated for "core retail" activities with the balance allowing for commercial services, offices, and other activities that typically locate in such centres. The final retail area figure is further broken down into the likely merchandise categories of retail based on spending and purchasing patterns to compare with existing offerings in other centres.
- 6.6.12 The modelling of the KAC proposed in the PPCR results in a core retail GFA rising from approximately 7,400m² to 35,300m², the largest increases being in the trading of apparel (clothing, footwear, and personal accessories), department stores, furniture and home goods, hardware and building supplies, recreation goods, and pharmaceutical and "other store-based" retailing.
- 6.6.13 To provide context to the supply of retail space figures, a demand-side analysis was undertaken of the projected spending in Waimakariri District up to 2043 in order to identify the quantum of spending potentially available to retailers across the District. Using 2018 data, Insight Economics estimates retail spending was \$654 million, with 53% of this being on food and beverage goods (supermarkets, grocers, etc.) and services (restaurants and take-away foods). Using population growth extrapolations from Statistics New Zealand and assuming 1% inflation, core retail spending in Waimakariri District is projected to increase from \$654 million in 2018 to \$1.139 billion in 2043, an increase of \$485 million.
- 6.6.14 This data can then be extrapolated into floor area demand by dividing the expenditure growth of each merchandise sector by the average sales per square metre of GFA. Insight Economics also projects net retention rates for the District to increase gradually

over time. By applying these rates to District spending, and converting the results to supportable floor space, 71,000m² GFA will be required across the District by 2043.

6.6.15 Under the NPS:UD, a competitiveness margin of development capacity over and above expected demand is required to support choice and competitiveness in business land markets. As the PPCR is being promoted within the context of a 30-year planning horizon, a 15% margin increases the level of floor space demand, for planning purposes, to 81,650m². The additional core retail GFA of 27,890m² proposed by the PPCR represents 34% of the core retail growth provision that the Council must enable for the District, with Rangiora and Kaiapoi also benefiting therefrom.

6.6.16 Further demand-side analysis examines employment data from Statistics New Zealand's Business Demography, which reveals Waimakariri District having the second-lowest employment self-sufficiency in New Zealand in 2001. This is corroborated by 2013 census data showing 40% of the District's workforce working in Christchurch City. Of the workforce within the District, the proportion employed in retail is well below the national average, with no change to this placement between 2001 and 2019.

Trade Impact Analysis and Retail Distribution Effects

6.6.17 From modelling the demographic and economic trends within the Study Area to estimate future conditions, Insight Economics has undertaken a trade impact analysis to determine the retail distribution effects resulting from the KAC proposed in the PPCR. The scope of the analysis extends beyond the Study Area and Waimakariri District to acknowledge sub-regional factors, notably the retail and employment leakage out of Waimakariri District to Christchurch City, and the potential for the proposed KAC to serve demand as far away as northern Christchurch and Hurunui District.

6.6.18 The modelled effects of establishing the proposed Ravenswood KAC under the PPCR assumes a lead-in time of eight years to account for construction, bringing the start date of the trade impact analysis to 2028. By estimating baseline turnover of merchandise sectors at the sub-regional level for 2028, including the nearest KAC's, the trade impact of enabling the proposed Ravenswood KAC would result in an overall reduction of retail turnover in Rangiora by 3.8% and Kaiapoi by 2.0%. Outside of Waimakariri District, this would reduce turnover in Belfast by 1.2%, Papanui by 0.8%, and elsewhere in Canterbury by 0.5%.

6.6.19 While there are greater reductions in specific merchandise sectors, such as apparel retail in Rangiora potentially falling by 8.6%, these figures assume that the proposed KAC has built out the entirety of its modelled apparel retailing space as at 2028, which is considered an unrealistic proposition. The same modelling estimates an overall increase in retail spend in Waimakariri District of 8.6% by 2028, which accounts for

the proposed Ravenswood KAC resulting in a net reduction of retail leakage out of the District, with the model factoring in preferences for shopping locations.

6.6.20 In determining the *retail distribution* effects from the trade impact analysis, care has been taken to exclude *trade competition* as an effect, with the former being the effects on the social and economic functions of centres and the investments made in them, and the latter being competitive forces in the marketplace which are proscribed from consideration under the RMA. The trade impact reductions of 1.4% or less, on centres outside of Waimakariri District, are considered less than minor at the outset. The trade impact of 2.7% at Kaiapoi is considered minor, while the retail distribution effects have been assessed in great detail for Rangiora to elaborate on the potential trade impact of 5.8% reduction in retail spending.

6.6.21 Insight Economics considers a variety of mitigating factors on the potential retail distribution effects, such as:

- (a) A significant amount of retail and other commercial activity has already been consented for the Site even absent the proposed rezoning. This creates an elevated baseline against which the proposal should be assessed, which reduces its incremental impacts.
- (b) Further, trade impacts will be spread across a diverse network of retailers, not shouldered by just one or two stores or centres.
- (c) The Site's readily accessible location will draw customers from a wide geographic catchment that spans the entire District, plus areas to the north, which further helps to diffuse trade impacts.
- (d) Moreover, because district retail sales are growing so rapidly, initial trade impacts experienced by other stores and centres will be relatively short-lived as turnovers recover alongside increases in district spending.
- (e) At the same time, a large proportion of local spending leaks out to Christchurch city, which the proposal will help to address. Consequently, the proposal will increase the size of the District's "retail pie" which, in turn, will further help reduce the impacts of trade diversion.
- (f) As a result, Insight Economics considers it highly unlikely that any Rangiora stores will close, which significantly curtails the scope for retail distribution effects to occur.
- (g) It is also unlikely that retailers would relocate from existing towns (particularly Rangiora and Kaiapoi) to Ravenswood *en masse* due to the nature of long-term leases, consideration of moving costs, and the novelty of a new location being very temporary.
- (h) Rangiora also fulfils a wide range of non-retail roles and functions, none of which will be affected. Assuming retail employment generates the same turnover per worker as other industries, the estimated average retail trade impact of 5.1% translates to an overall reduction of centre economic activity of 2.1%.

- (i) In addition, people who previously shopped at specific specialty stores in Rangiora will still return to those stores even if they frequent new stores at Ravenswood, because those Rangiora specialty shops will remain the best way to meet those specific retail needs.

6.6.22 As noted, additional core retail proposed under the PPCR represents 34% of the growth opportunity to be planned for in the District (applying the NPS:UD-directed competitiveness margin), with the same opportunity able to be shared between the existing KAC's of Rangiora and Kaiapoi. This ensures there is plenty of remaining retail space to fulfil the growth and development aspirations of other centres, further minimising any risk of retail distribution effects. Given the lead-in time for the proposed Ravenswood KAC to develop and establish, the enabling of a new KAC is unlikely to present any retail "shock" to the existing towns, thereby allowing them to reach equilibrium and grow simultaneously.

6.6.23 In light of the above considerations, RDL has decided not to include staging rules in the PPCR because the town centre is anticipated to grow in an organic modular fashion, with an integrated pattern of development over time. To achieve this outcome, design principles, and assessment matters require each resource consent application for new building(s) to demonstrate that future integration of development on vacant Business 1 Zone land will not be foreclosed, including the provision of not less than 5,984m² of land as town square/public space(s).

6.6.24 The market-led growth of Ravenswood relies on a natural co-location of similar and complementary activities, which cannot be reliably predicted and managed with staging rules *ex ante*. To clarify the anticipated growth of the proposed town centre, the narrative below identifies the likely development phases over time.

(a) Phase 1: Present Day

The presently consented commercial development is centred on Lots 13 and 14 for approximately 3,700m² of retail space and the surrounding Business 2 activities, including the petrol stations, supermarket, and McDonald's restaurant. This serves as a local neighbourhood centre for Ravenswood, providing for the immediate needs and basic amenities of the neighbouring residents and surrounds. Further development of the Business 2 land will likely involve light industries, engineering workshops, and trade-related activities.

(b) Phase 2: Short Term (0-3 years)

Upon the PPCR becoming operative, interest in the newly-zoned business land is likely to come from retail activities not previously viable in existing towns, such as large format retailers who require large sites, the latter being rare in established, closely subdivided town centres. Initial development under the PPCR zoning is anticipated to include 'destination' stores, which require large floor plates. These will likely favour locations along Garlick Street, with its direct proximity to SH1.

The first developments to occur in the new KAC will serve as “anchor” tenants in the spatial framework of the new town, with larger buildings beginning to frame its urban form, allowing an internal roading pattern to be subsequently designed around these. During this phase, Ravenswood will have an established “neighbourhood centre” of local businesses north of Bob Robertson Drive, and some large “destination” activities such as large format retail or other activities to the south, not yet constituting a town centre or KAC comparable to Rangiora or Kaiapoi.

(c) Phase 3: Medium Term (3-10 years)

As the residential area surrounding the Ravenswood KAC develops, the commercial viability of Business 1 zone land increases to serve the growing population. During this phase, businesses looking to co-locate with the established ‘destination’ activities of the KAC area begin to emerge. This will enable finalisation of the internal street pattern and open space layout, confirming the aesthetic and character of the town centre.

The new town centre will be modest at this phase, though it will take on more of the social and community functions of a KAC, as civic and other activities are anticipated to establish in Ravenswood. The function of the new town will begin to expand beyond being solely a neighbourhood centre from this phase, at a pace the surrounding catchment and market enables.

(d) Phase 4: Longer Term (10-30 years)

The last phase of development at Ravenswood will be the consolidation of the town centre and maturation of the retail area, with other activities filling in the remaining gaps and land uses adapting to the dynamic nature of the KAC. It is anticipated that full build-out of the proposed KAC area will likely be well after the 2028 horizon (nominally adopted in the economic assessment), with Ravenswood having the functionality of a KAC much later than this. While Ravenswood is proposed to be a dynamic and evolving town in its own right, at full build-out the town will become the third largest town, having a KAC area of 12.8ha behind Rangiora at 30ha and Kaiapoi at 13ha (with the latter two areas including the area of roads).

Other Considerations

6.6.25 Addressing the issues of retail and employment leakage to Christchurch City and Waimakariri District’s aspiration for greater self-sufficiency in Policy 13.1.1.1, the proposed Ravenswood KAC offers the opportunity to provide business activities not readily available or feasibly possible in the existing centres. The proposed Ravenswood KAC will be located on large vacant land parcels enabling a wide variety of building

types and a 'blank slate' for their construction, presenting opportunities for building typologies not easily accommodated in more traditional urban environments.

- 6.6.26 Further, Ravenswood's close proximity (and express connection) to State Highway 1 offers convenient access for those traveling further to visit and spend within the District. The transportation network connects with a large potential catchment extending from Christchurch's northern suburbs, such as Papanui and Belfast, which will be linked directly by motorway upon completion of the Christchurch Northern Motorway, and then by SH1 to as far north as Amberley and Leithfield in the Hurunui District. The accessibility advantages of Ravenswood further mitigate any retail distribution effects across a large catchment, with a number of retail centres competing at the sub-regional level.

6.7 Transport Effects

- 6.7.1 Transport matters and effects associated with the PPCR have been addressed in the Integrated Transport Assessment (ITA) report prepared by Stantec New Zealand (refer **Annexure 2**).

Existing Transport Infrastructure

- 6.7.2 The Site is accessed from the north from Waikuku and Hurunui District via State Highway 1, east from Pegasus on Pegasus Boulevard, and south from Woodend, Kaiapoi, Christchurch, and Rangiora via Woodend.
- 6.7.3 While there is very little traffic volume to assess within the Site, which is mostly undeveloped at the present time, the ITA has obtained reliable 2018 data from Waka Kotahi - New Zealand Transport Agency (NZTA) for the roads nearby to the Site. A clear pattern of increasing traffic volume is observed heading southbound on State Highway 1, from 12,500 vehicles per day (vpd) south of Waikuku (and north of the Site) to 17,400 at Woodend School.
- 6.7.4 Stantec notes that traffic volumes south of Woodend are particularly high for a rural two-lane road, with significant peak usage on weekday evenings and Sunday afternoons. Pegasus Boulevard sees approximately 6,000vpd according to Mobile Road App. Crash data shows that 18 crashes have occurred at the SH1-Pegasus Boulevard roundabout between 2015 and 2019, two of which resulted in minor injuries with the remainder resulting in no injuries at all, likely being low-speed impacts typical of roundabouts.
- 6.7.5 Alternatives to private vehicles include the 95 Waikuku and Pegasus to City bus service that operates between Pegasus and Christchurch, past the Site, from 6:00am to 10:00pm. It runs hourly in each direction, with increased frequency and express services during commuter hours. Cycling along SH1 is not well catered for with narrow margins on the edges of the road indicated by painted lines. Similarly with Pegasus

Boulevard for trips to the beach, though traffic volumes are lighter and there are separated footpaths as an alternative.

- 6.7.6 The layout of the Site is characterised by the central 'spine' of Bob Robertson Drive, which will extend from the roundabout at Rangiora-Woodend Road in the southwest to the roundabout at SH1 and Pegasus Boulevard to the northeast. Presently, only a 400m southern stretch and a 700m northern stretch of this is constructed, with the remainder to be completed by October 2020. The layout of the existing roads deviate from those prescribed on the existing Outline Development Plan 158, which is visibly obvious when this plan is overlaid with the approved cadastral and roading pattern.



Figure 8: Existing ODP 158 Overlaid with approved cadastral and roading pattern

- 6.7.7 At the northern end of the Site where the KAC is proposed under this PPCR, the first roundabout is large four-leg intersection with two north-south lanes and one east-west lane on each side, prioritising the north-south movement of State Highway 1, with a posted speed limit of 70km/h. Footpaths of 2.5m in width are provided on all sides and are wide enough for both pedestrians and cyclists. Within the Site, 170 metres west, is the second smaller four-leg roundabout with a single circulating lane and two approach lanes at each egress point. Wide footpaths are provided on all sides and pedestrian crossings are provided with refuges across each of the four legs.
- 6.7.8 Bob Robertson Drive is wide, having planted berms, 3.6m wide traffic lanes, 1.6m wide shoulders, and a flush median for the approach to the Garlick Street/Kesteven Street roundabout. Garlick Street extends south from Bob Robertson Drive to a cul-de-sac head at present, though it features a 3m wide footpath on its western side and a standard width footpath on the eastern side. Kesteven Street opposite also terminates

at the stormwater drainage reserve, with the existing McDonald's restaurant having access onto this road. The only other formed roads are Lilburne Street and Bowmaker Crescent in the consented light industry cluster, with these having footpaths and wide carriageways consistent with this type of land use. Some vehicle crossings have already been built for the consented developments across the Site, such as that for the supermarket and another for the retail development on Bob Robertson Drive.

- 6.7.9 The generous standards of the roads built so far anticipate a busy traffic environment, located in close proximity to SH1 the proposed Woodend Bypass, which will form part of the Christchurch Northern Motorway and State Highway 1. Designations in place will see the Bypass terminate near the large roundabout, and a spur connecting the southern end of Garlick Street as an on/off approach for Woodend. While no timeframe is set for the construction of the Woodend Corridor Bypass, it has political and popular support locally, and has been presented by the Waimakariri District Council to the Government as a regional economic stimulus project that would support the Covid-19 response as a "shovel-ready project."

Traffic Generation Forecasts

- 6.7.10 To enable the traffic generation characteristics to be assessed, the ITA has considered the proposed new zoning framework and Outline Development Plan 158, along with the classification of Bob Robertson Drive and Garlick Streets as Urban Collector Roads. Rules regarding trip generation, parking rates, and the design of transport infrastructure. This PPCR does not amend the existing WDP.
- 6.7.11 Using NZTA Research Report 453 'Trips and Parking Related to Land Use' on large shopping centres (being over 10,000m²), Stantec have adopted a traffic generation rate of 4vph/100m² GFA for 'Core Retail' activities in the Business 1 zone, based on the following assumptions, to model future traffic generation and movement:
- (a) The proposed Business 1 zones could accommodate over 30,000m² GFA of core retail;
 - (b) The "remote" location of the KAC relative to the largest residential catchments i.e. Christchurch;
 - (c) The high traffic generating supermarket is treated separately;
 - (d) The background volumes in the adopted traffic modelling are high; and
 - (e) The time of peak traffic generation of the various activities will not be coincident, and indeed will not all occur during the evening peak period.
- 6.7.12 A traffic generation rate of 1.5vph/100m² GFA has been used for future 'Other Business' activities in the Business 1 zones consistent with the assumed 30% non-retail allocation in the Insight Economics assessment, and all future activities in the Business 2 zones consistent with the assumed traffic generation rate used for an assessment of Business 2 activities in 2016.

6.7.13 Previous modelling undertaken to support the current zoning and some of the constructed and consented activities has been used as the 'existing environment' and a baseline for modelling the effects of the PPCR. Split into two zones, Zone 1 represents the existing commercial area comprised of Business 2 Zone land shown on the existing Outline Development Plan 158, while Zone 6 comprises the Business 1 area previously marked for a local town centre shown on the existing Outline Development Plan 158, along with the surrounding residential area.

CHANGES TO TRAFFIC GENERATION FORECAST		
	ZONE 1 "COMMERCIAL AREA"	ZONE 6 "TOWN CENTRE"
Existing Modelling	45,850m ² GFA of Business 2 activities: 690vph	4,200m ² GFA of Business 1 and 150 residential lots: 620vph
Proposed Activities	25,200m ² GFA in Business 2 subdivision, 600m ² childcare centre, 3,700m ² consented retail development: 990vph 11,400m ² GFA of core retail, 4,880m ² GFA of other Business 1 activities: 70vph	1,740m ² GFA of new Business 2 activities: 30vph 15,490m ² GFA of core retail, 6,630m ² GFA of other Business 1 activities: 710vph
New Traffic Generation	1,100vph Increase of 380vph (55%)	740vph Increase of 120vph (19%)

6.7.14 Page 17 of the ITA report states "The change in trip generation to and from Zones 1 and 6 associated with the PPCR is predicted to be an increase of approximately 500vph" above the modelled existing environment.

6.7.15 The layout of the Site is considered robust for these traffic volumes, with most trips anticipated to originate or terminate at Bob Robertson Drive or Garlick Street. Both of these roads are identified as 'Urban Collector' and are wide enough for turning traffic to have plenty of visibility. They are also served by efficient roundabouts designed for the anticipated traffic volumes. Stantec considers that road upgrades are not necessarily required for the anticipated traffic volumes, however some localised upgrades at busy crossings may be justified depending on the design and function as development proceeds. The 'urban collector' status of Bob Robertson Drive and Garlick Street ensures that vehicle crossings serving the Business 1 Zone land will need to be properly assessed and designed to the conditions, such as featuring turning lanes where appropriate or signals for a particularly busy crossing.

Effects on Transport Network

- 6.7.16 The traffic modelling in 2016 for the earliest consents in the Ravenswood Commercial Area and development of the road network previously assumed high traffic volumes to account for a full build-out of the Outline Development Plan 158 area. This approach provided a robust assessment of a “worst case” and long-term scenario of the existing zoning framework and an accurate baseline to measure the effects of the PPCR. Previous modelling had also accounted for construction of the SH1 Woodend Bypass in its scenarios, which is more relevant now than in 2016.
- 6.7.17 Anticipated effects on the transport network are considered minor, with the large roundabouts on Bob Robertson Drive and particularly SH1 expected to operate efficiently with the traffic generated by the proposed KAC. The SIDRA modelling used to forecast traffic generation estimates almost a third of trips to and from Ravenswood using Bob Robertson Drive to the west of the proposed KAC, reducing reliance on the Main North Road roundabout, with the Garlick Street spur of the SH1 Woodend Bypass further reducing dependency on this intersection.
- 6.7.18 The modelled performance in 2016 estimated a traffic volume of 3,040vph and an average delay of 10 seconds, which is proposed to increase under the PPCR to 3,200vph and an average delay of 13 seconds. This is considered less than minor with much of the traffic being State Highway 1 north-south trips, and the 13 second delay considered a good level of service. This is not expected to result in adverse effects of queuing and movement conflict on the BP and Gull service stations, which have vehicle crossings west of the roundabout.
- 6.7.19 The modelled roundabout performance of the smaller roundabout on Bob Robertson Drive and Kesteven Street/Garlick Street in 2016 assumed a traffic volume of 2,270vph with an average delay of 6 seconds. Traffic modelled under the PPCR zonings increases this slightly to 2,540vph and an average delay of 8 seconds, well within the operational capacity of the intersection.
- 6.7.20 Effects on the wider road network are considered less than minor, with increased traffic volumes on external routes such as Rangiora-Woodend Road being 90vph or less. The multiple connection points of the KAC ensures access is not reliant on a single road or intersection, with separate routes for traffic originating from the west (Rangiora), south (Kaiapoi, Woodend, Christchurch), east (Pegasus), and north (Waikuku, Hurunui District). Traffic effects on the wider network are further mitigated by the decrease in longer trips made for retail and commercial services, with Waimakariri District residents being able to access these within the District rather than making longer trips to Christchurch City.
- 6.7.21 Alternatives to private cars have been considered in Stantec’s assessment. The design of Business 1 development is intentionally required to be safer and more amenable for slow modes of transport, such as walking and cycling, with the internal roading network within the Site featuring wide footpaths for these modes and good

connectivity through the Site. Development of the KAC site will require mid-block pedestrian crossings across Bob Robertson Drive and potentially Garlick Street, though this will need be considered alongside the layout of development and the placement of vehicle crossings. Public transport in the area is managed by Environment Canterbury, which periodically reviews the routes and frequencies of bus transport. Stantec notes it would be sensible and desirable to have a bus route through the Site, particularly with public transport being a priority for KACs, and these can be readily accommodated with the wide berms and carriageways enabling the provision of bus stops within the KAC.

6.7.22 The conclusions of Stantec's full analysis are summarised below:

- (a) The PPCR rezoning is forecast to have negligible adverse effects on the performance of the strategic/arterial road network, particularly the roundabouts on Bob Robertson Drive and SH1, which are robust and designed for the capacity required for the KAC development.
- (b) By providing more employment and shopping opportunities close to the growing residential catchments in the Woodend / Ravenswood / Pegasus area as well as in Rangiora and Amberley, the PPCR is expected to reduce the need for longer distance travel to/from Christchurch
- (c) There will be an increased opportunity for residents to travel by non-car modes given the shorter travel distances required, with the Ravenswood master plan further encouraging non-car travel through a network of off-road paths
- (d) Good public transport accessibility and pedestrian provision are important for a KAC. It is considered that Bob Robertson Drive is a logical future bus route and Garlick Street could also accommodate buses. When the level of development in Ravenswood warrants bus services, the KAC will be well located for convenient public transport access to/from the surrounding area.

6.7.23 Overall, it is considered that the proposed development is able to be incorporated into the surrounding road network with only minimal impact on other road users and the network as a whole. Based on the modelling undertaken, Stantec advises that the road infrastructure both within and around the Site is robust and can safely and efficiently operate at the traffic volumes forecast under the PPCR.

6.8 Landscape, Visual Amenity, and Urban Design

6.8.1 A landscape, visual amenity and urban design assessment has been undertaken by Rough & Milne Landscape Architects and is included in **Annexure 3**.

6.8.2 The landscape and urban design impact assessment has been based upon the spatial layout of zones in the Outline Development Plan and the proposed rule changes under the PPCR. Also taken into consideration are the permitted baseline of the existing Outline Development Plan 158 and the WDP, and the existing environment of consented developments.

Landscape Assessment

- 6.8.3 The purpose of the landscape assessment is to determine the nature of the potential landscape effects of the PPCR and to identify suitable mitigation. The four main components used for this assessment are:
- (a) the context of the proposed KAC and how different land uses interface with each other;
 - (b) the connections and access through the KAC;
 - (c) the boundaries and edges of the urban form and KAC area;
 - (d) and the character derived from natural features in the landscape.
- 6.8.4 The landscape assessment identifies the visual elements of the Site and provides an assessment against the relevant objectives and policies of the WDP.
- 6.8.5 The KAC will be located within the rural landscape of the Canterbury Plains with nearby rivers and distant mountain views, and the developing residential area of Ravenswood to the west. The assessment highlights the importance of the stormwater reserve to the north and Taranaki Stream to the south and east in creating an edge to the KAC area that mitigates potential adverse visual effects and positively interfaces with the rural surrounds. The natural character of the area, comprising the streams and rivers of the Canterbury Plains, is effectively brought into the proposed Town Centre by the Taranaki Stream, thereby maintaining a sense of identity and place.
- 6.8.6 The Rough & Milne assessment notes the potential for adverse landscape and visual amenity effects due to the nature, scale and prominence of built form and lack of landscaping requirements for the Business 1 Zone adjoining Rural and Open Space zones. The Business 1-type development consented for Lot 13 is identified as an example, as this proposed development will face away from the northern boundary where the stormwater reserve is located, presenting building backs towards the rural area. While visual effects are mitigated by separation distances and planting within the stormwater reserve, this development (consented under existing Business 1 rules) highlights the imperative of achieving a positive interface with rural and open spaces.
- 6.8.7 The PPCR places the Taranaki Stream within an open space/reserve zoning, while the proposed new rules require buildings in the Business 1 Zone to engage with open space with building edge activation and architectural design responses. The Rough & Milne assessment concludes that the new rules proposed for Ravenswood Business 1 are likely to achieve a better result at the Business 1 - Rural Zone / Open Space interface than the current provisions, as the development principles in Policy 18.1.1.12 refer to integration with surrounding land uses. Additionally, the design related assessment criteria at 31.23.4 govern the design and appearance of buildings and require buildings to respond positively to open spaces and other land uses.

- 6.8.8 While the interface between the Business 1 Zone and Residential 6 Zone is noted as a potential issue, particularly given the 15m height limit for buildings in the Business 1 Zone, the proposed spatial arrangement and zoning in the PPCR separates these zones with roads and open spaces, thereby mitigating potential adverse effects through separation distance. The design-related assessment criteria for new buildings in the Business 1 Zone also require buildings to respond positively to other land uses such as residential areas and recommends landscaping as an appropriate measure to mitigate adverse effects on people and public spaces. The Business 2 Zone is expressly prescribed for utilitarian buildings and lower levels of amenity, therefore the interface between this zone and Business 1 is of little concern.
- 6.8.9 The spatial layout of the proposed KAC has been assessed with consideration for persons travelling into or around the KAC, with the area of greatest concern being on State Highway 1 where travellers will likely view the backs of buildings on Garlick Street. While the Taranaki Stream reserve and highway reserve offer a good degree of separation distance, it is envisaged that potential adverse effects can be mitigated through landscaping to obscure visibility of the building backs, which is expressly encouraged in 31.23.4(g) of the design-related assessment criteria for new buildings. The service stations and McDonald's restaurant at the 'gateway' to the KAC, reflect the underlying Business 2 Zone's locational objectives being on the edge of the urban area, close to arterial roads, and forming the gateway to the Town Centre.
- 6.8.10 Movement patterns within the KAC cannot be fully assessed without a spatial plan within the blocks, though the Rough & Milne assessment commends the proposed new rules for buildings in the Business 1 Zone at Ravenswood for prioritising safe pedestrian movement and legible routes in the development process. The proposed new rules in the PPCR cater for slow modes of transport such as walking and cycling. The Rough & Milne assessment identifies the need for north-south links within the Town Centre, linking the reserves in the north and south. The design-related assessment criteria provide for this consideration by giving the Council discretion to consider the layout of development, and provision of linkages. Their provision will assume increasing importance with each subsequent development application and consideration of cumulative effects. The criteria also stipulate a minimum requirement for a "town square and public space(s) of no less than 5,984m² enabling a network of linkages through the Town Centre.
- 6.8.11 In respect of landscape effects, Rough & Milne concludes that, the proposed KAC will be able to integrate into the surrounding rural environment and context between State Highway 1 and the growing residential area to the west. The PPCR's design-related assessment criteria for new buildings means that further context analysis will be undertaken for new development at the resource consent stage. The spatial arrangement of the KAC and the PPCR building design criteria are directed to create an attractive and high quality urban environment that is sympathetic to the character of the surrounding area.

Urban Design

- 6.8.12 In terms of urban design, the Rough & Milne report (Annexure 3) confirms that the proposed KAC is consistent with the broad intentions of the relevant district plan provisions and the overall purpose of a KAC, and outlines the expected urban form and design of Ravenswood. This is explored by the urban design metrics of location and function, connectivity and network, urban form and scale, character and appearance, open space and amenity, and access and servicing. The relationship between land use and transport is crucial in the assessment, shaping both the spatial layout and the vibrancy and activity of the KAC.
- 6.8.13 Rough & Milne states that the location and function of a KAC should serve as gateway to the District, which is reinforced by the Site's close proximity to State Highway 1 which brings in people from other districts. With the function of a KAC being a focal point for community and commerce, the Site's physical location between Woodend and Pegasus is considered ideal, being a natural convergence point for locals, further serving to consolidate the growing urban Woodend-Pegasus neighbourhoods and nearby smaller towns such as Waikuku and Tuahiwi. Relying on these roads and links for access ensures travel into the KAC. Internal transport links provide a clear hierarchy of transport routes that bring people into the KAC, which should invite people to leave cars and transport and spend time within the area.
- 6.8.14 Connectivity within the most active and attractive parts of the town centre should be given priority, particularly in managing the extent of parking, which can have the effect of fragmenting an urban area and discourage walking. The design criteria proposed in the PPCR ensures the design and layout of development takes this priority into account, particularly with buildings required to have parking to the side or rear of building frontages, creating consistent building lines and attractive public spaces.
- 6.8.15 Rough & Milne notes that the greenfields Site in single ownership creates possibilities to accommodate activities and building typologies not elsewhere found in the District. The scale of the urban form is not restrained by an existing urban framework in the same way as Rangiora and Kaiapoi, though the design criteria require development to appropriately interface with pedestrian areas at a finer scale. Further to this, modulation, fenestration, and articulation of building edges and walls are prioritised, with the need for blank walls to be minimised. The character of the Ravenswood town centre will be inherently different to the other towns, as character cannot be properly replicated from an existing form or immediately established by intention. Instead, the Ravenswood town centre will be developed in a modular fashion, taking cues from the spacious open rural setting and adjacent Taranaki Stream.
- 6.8.16 The open spaces to the north and south of the proposed KAC frame the town centre, which will be supported by the requirement to incorporate at least 5984m² of open

space within the KAC. The potential for linkages between the existing open spaces through the new open space is encouraged in the proposed policies, which also require development to incorporate the open space into the design. It is proposed that the open space will maximise the amenity and character of the new urban centre by capturing sunlight, views, shelter, and being proximate to a range of activities and amenities.

- 6.8.17 The proposed design criteria in the PPCR are useful for a ‘blank canvas’ development which builds on the consented development. The criteria-based approach sets out the expectations and design principles for guiding development of the town centre. Modular development will rely on the proposed urban design criteria at the micro level to guide the form of buildings, while the policies and design assessment matters guide development at the macro level in determining the layout and function of the KAC.
- 6.8.18 The modular development process envisaged will rely on ‘anchor’ tenants being confirmed, with key amenities and layout crafted around these for the remainder of the development to take shape. There is an expectation for larger stores or LFR to develop at the eastern edge of the urban core (Business 1 zone land) as this is proximate to SH1 and the busiest roads. Business 2 zoning is proposed in “centre fringe” locations to provide for “other commercial” activities, thereby better enabling Core Retail activities to support a compact town centre on Business 1 zone land.
- 6.8.19 Building edges and interfaces with streets is critical to the character and experience of an urban area, particularly for a KAC. The proposed urban design criteria encourage compact and co-ordinated development that interfaces positively with public spaces. Critically, the criteria have no front yard setbacks and require maintenance of a consistent building line, to provide the edge to streets and open spaces, reinforced by the requirement for legible entrances. Parking and servicing areas are required to be located to the side or rear of buildings to preclude parking lots in front of buildings and reinforce the logic of a public frontage to streets.
- 6.8.20 Rough & Milne considers that the PPCR rules and assessment criteria are appropriate to mitigate any potential adverse effects on the landscape and surrounding rural landscape. Rough & Milne also concludes that the provisions of the PPCR are consistent with the relevant objectives and policies of the WDP.

6.9 Site Development Effects

- 6.9.1 The Infrastructure Assessment Report has been prepared by Davis Ogilvie & Partners Ltd and is included as **Annexure 4**. The report outlines the infrastructure services in place on the Site to enable the proposed KAC, with most of these services having been provided for as part of subdivision consent RC165342 granted in 2017. This consent assumes a mix of residential and business activities similar to that shown on the existing Outline Development Plan 158, noting that the area south of Bob Robertson

Drive was designed to service a greater mix of commercial activities than the proposed Business 1 zone area will facilitate.

Earthworks

- 6.9.2 Bulk earthworks have been completed across the Site, though some elements remain outstanding including some filling work on Lot 203 and work to enable connection roads across the Taranaki Stream. Lot 203 will be filled to a finished level of 11.31m-11.91m, and approximately 1.2ha of earthworks is required around the Taranaki Stream, involving a net import of fill of approximately 90,000m³. Works will be undertaken in accordance with NZS4431:1989 and existing WDC and Environment Canterbury consents.
- 6.9.3 The Site has been remediated from contamination, with an underground storage tank removed from Lot 203, along with the surrounding contaminated soil. Earthworks associated with future building and development will be addressed in the normal manner as future resource consents are applied for.

Wastewater and Water Servicing

- 6.9.4 A gravity sewer network has already been established within the Site as part of previous consents. It is served by a pump station at the northern end of Kesteven Street, which is referred to as Pump Station 2. This network has been designed in accordance with the WDC Engineering Code of Practice to accommodate both retail/commercial activities and light industrial activities, which have a higher servicing requirement. Light Industrial lots are served by 150mm uPVC lateral pipes, while the retail/commercial area is served by nine 150mm or 225mm uPVC laterals.
- 6.9.5 Water supply is currently served from a single supply point in Pegasus, though the overall strategy involves bringing an additional pipe from Woodend once the Chinnerys Road pump station is connected. The water supply system will provide sufficient pressure for firefighting requirements and a peak flow rate of 1.0 litres/second/hectare, with the main line being a DN 300 uPVC PN 12 pipe beneath Bob Robertson Drive. Lots in the light industrial area are served by a single 20mm OD pipe, while the retail/commercial area is future-proofed for development having five laterals from the road extending into Lot 203.

Stormwater

- 6.9.6 The Ravenswood Commercial Area has two separate piped primary stormwater networks that operate in isolation from each other. These networks discharge to two points (N2 and N3) in the North Stormwater Management Area (SMA), being a drainage reserve containing ponds and wetlands to the north of Kesteven Street. This system has been constructed in accordance with the regional consent CRC168257 for

discharge to land and water. Discharge point N2 has a catchment of 12ha including much of the light industrial and nearby commercial land, while discharge point N3 has a catchment of 13.2ha comprised mostly of the proposed Town Centre land.

- 6.9.7 Lateral pipes are either 150mm or 225mm in the light industrial area and 300mm or 375mm in the retail/commercial area. The stormwater strategy was prepared on the assumption of an average impervious area of 61% on the residential land and 90% in the commercial area. Primary stormwater reticulation has been designed to the 20% AEP event while the secondary flow path design is to the 2% AEP event. This secondary flow system includes the swales on either side of Bob Robertson Drive west of Garlick Street and the supermarket at Lot 2.
- 6.9.8 Stormwater discharge and treatment using the SMA system in the drainage reserve works by water entering first flush basins, followed by dry basins to remove sediments and solids, before entering treatment wetlands and shallow vegetated areas for enhanced removal of contaminants. Lastly, stormwater flows to an extended detention basin for ponding in larger rainfall events. The stormwater drained from the Ravenswood Commercial Area takes approximately three days to drain from the first flush basin to the wetland.

Other Services

- 6.9.9 Electric power reticulation has been installed in common service trenches by Mainpower and will be confirmed for suitability ahead of development of Lot 203. Telecommunication lines have been installed by Enable also within service trenches, with connections available to all lots except Lot 203, with the latter requiring a cabinet extension ahead of development.

6.10 Conclusion on Effects

- 6.10.1 It is considered that the PPCR proposals to re-zone the Site and establish a Key Activity Centre should be approved and included in the WDP. The proposed zoning approach is enabling and consistent with the provisions of both the RMA and the WDP, that requires appropriate management of the physical resources of Waimakariri District.
- 6.10.2 The PPCR enables a third KAC in the Waimakariri District complementary to Rangiora and Kaiapoi, being of a distinctly modern character and able to take on a unique economic function due to its proximity to State Highway 1 and its reach across the sub-region.
- 6.10.3 The Plan Change will enable the Waimakariri District to meet the needs of the existing community and the growing residential population while strengthening the economic and employment self-sufficiency, and resilience, of the District.

- 6.10.4 The analysis of the objectives and policies of the relevant statutory and non-statutory documents has shown that the proposal is suited to this location, and that it will enhance the level of choice, convenience, and service available to the local community, Waimakariri District, and the greater Christchurch area.
- 6.10.5 Consultation has been initiated with the various landowners/stakeholders within the RCA (refer Section 8).
- 6.10.6 The following s32 RMA evaluation also demonstrates that the PPCR is the most appropriate means of achieving the purpose of the Resource Management Act 1991.

7.0 SECTION 32 EVALUATION

7.1 Requirement Under Schedule 1

- 7.1.1 This section addresses the requirement under Clause 22(1) of Schedule 1 RMA which states:

A request made under clause 21 shall be made to the appropriate local authority in writing and shall explain the purpose of, and reasons for, the proposed plan or change to a policy statement or plan and contain an evaluation report prepared in accordance with section 32 for the proposed plan or change.

- 7.1.2 The most relevant requirements of s32 RMA, being subsections (1)-(3), are set out in full:

- (1) *An evaluation report required under this Act must—*
- (a) *examine the extent to which the objectives of the proposal being evaluated are the most appropriate way to achieve the purpose of this Act; and*
 - (b) *examine whether the provisions in the proposal are the most appropriate way to achieve the objectives by—*
 - (i) *identifying other reasonably practicable options for achieving the objectives; and*
 - (ii) *assessing the efficiency and effectiveness of the provisions in achieving the objectives; and*
 - (iii) *summarising the reasons for deciding on the provisions; and*
 - (c) *contain a level of detail that corresponds to the scale and significance of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the proposal.*
- (2) *An assessment under subsection (1)(b)(ii) must—*
- (a) *identify and assess the benefits and costs of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the provisions, including the opportunities for—*
 - (i) *economic growth that are anticipated to be provided or reduced; and*
 - (ii) *employment that are anticipated to be provided or reduced; and*
 - (b) *if practicable, quantify the benefits and costs referred to in paragraph (a); and*
 - (c) *assess the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the provisions.*
- (3) *If the proposal (an amending proposal) will amend a standard, statement, national planning standard, regulation, plan, or change that is already proposed or that*

already exists (an existing proposal) , the examination under subsection (1)(b) must relate to—

- (a) the provisions and objectives of the amending proposal; and*
- (b) the objectives of the existing proposal to the extent that those objectives—*
 - (i) are relevant to the objectives of the amending proposal; and*
 - (ii) would remain if the amending proposal were to take effect.*

7.1.3 Therefore, in broad terms and in the context of the PPCR, the s32 evaluation must include an examination of:

- (a) the objective of the PPCR in terms of achieving the purpose of the RMA
- (b) the provisions of the PPCR in terms of achieving the objective.

7.1.4 In accordance with s32(6) of the RMA and for the purpose of this s32 evaluation:

- (a) the 'proposal' means the PPCR.
- (b) the 'objective' means the amended WDP Objective 15.1.2 (identified as Change 7 in the Schedule of Changes – Annexure 3).
- (c) the 'provisions' refer to all other change identified in the Schedule of Changes that implement or give effect to the above objective.

7.1.5 An evaluation report must contain a level of detail that corresponds to the scale and significance of the environmental, economic, social and cultural effects that are anticipated from the implementation of the PPCR. To put the scale and significance of the PPCR into perspective, the following characteristics of the PPCR are noted:

- a. The subject land is already zoned for urban development. The PPCR changes the mix of urban zones (Residential and Business) within the Site to a combination of Business 1 and Business 2 Zones.
- b. The subject land is held in a single ownership by RDL as the initiator of the PPCR.
- c. The degree of impact on the natural environment is minimal.
- d. RDL has initiated contact with Mahaanui Kurataiao Ltd on behalf of relevant runanga, and proposes a consultative approach with respect to acknowledging tangata whenua values.
- e. The degree of policy and implementation risks is low as the PPCR respects the existing WDP structure and policy framework by largely adopting the existing WDP methods and provisions. The new design controls are specific to the Ravenswood KAC and will not affect developments in other parts of the District.

7.2 Appropriateness of the PPCR objective (s32(1)(a))

- 7.2.1 The PPCR does not introduce any new objectives into the WDP. It only proposes to amend Objective 15.1.2 in Chapter 15 Urban Environment, as shown in red text as follows:

Objective 15.1.2 Role of Key Activity Centres

Recognise the role of the ~~Key Activity Centres~~ at Rangiora ~~and~~, Kaiapoi ~~and Ravenswood~~ as significant concentrations of business activities with key transport, cultural and community ~~infrastructure~~ in a way that:

- a) strengthens the Business 1 Zones of Rangiora ~~and~~, Kaiapoi, ~~and Ravenswood~~ as the primary employment, ~~retail~~ and civic destinations;
- b) identifies the role of local retail centres as providing convenience retail functions appropriate within the zone to which they are located;
- c) acknowledges the ~~established~~ Business 1 Zones ~~activities~~ of Woodend, Pegasus and Oxford, that provide for a similar range of activities to the ~~Key Activity Centres~~ at a size sufficient to provide for the needs of those communities; and,
- d) provides for limited retail activities within Business 2 Zones that are supportive of the ~~Key Activity Centres~~.

Policy 15.1.2.1

Provide for activities within ~~Key Activity Centres~~ in a way that:

- a) achieves efficient utilisation and redevelopment of sites;
- b) considers integrated public transport linkages;
- c) allows for the efficient movement of pedestrians;
- d) avoids reverse sensitivity effects on existing ~~Key Activity Centre~~ activities; and
- e) anticipates appropriately located commercial tenancies that fulfil a retail anchor function.

Reason for change: Includes Ravenswood as a KAC that exists alongside the existing town centres.

- 7.2.2 Section 32(1)(a) of the RMA requires this amended objective to be examined in terms of the extent to which it is the most appropriate way to achieve the purpose of the RMA.
- 7.2.3 The purpose of the RMA is to promote the sustainable management of natural and physical resources. Sustainable management means managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety while—
- (a) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and
 - (b) safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and
 - (c) avoiding, remedying, or mitigating any adverse effects of activities on the environment.
- 7.2.4 The area now known as Ravenswood was rezoned from rural to residential and business zones through Plan Changes 5 and 7. Decisions on these plan changes were made in March 2010 and the current provisions became operative in March 2012.

These plan changes resulted in the inclusion of the current North Woodend ODP in the WDP.

7.2.5 While the areas provisioned for residential are developing in general accordance with the North Woodend ODP, the business provisions are no longer considered adequate for the following reasons:

- (a) The Canterbury Regional Policy Statement 2013 (RPS) identifies that there should be three KACs within the Waimakariri District and that these should be in Rangiora, Kaiapoi and Woodend-Pegasus. District plans must give effect to the relevant regional policy statement. This means that the WDC has a statutory obligation to identify three KACs in the WDP.
- (b) The WDC partially fulfilled this obligation in 2014 when it identified the Rangiora and Kaiapoi KAC's on its Planning Maps. The location and size of the district's third KAC in Woodend/Pegasus remained uncertain until 2017 when studies undertaken by the WDC resulted in its confirming the RCA as the most appropriate location for the district's third KAC.
- (c) Through the incremental consenting and development of retail and commercial activities within the RCA, Ravenswood is already establishing itself as an emergent centre that can readily provide for retail opportunities that other establishes centres in the District may find difficult. RDL continues to receive strong interest from businesses wishing to establish their presence within the RCA on land to the south of Bob Robertson Drive.
- (d) While RDL acknowledges that the WDC is looking to remedy the above issues as part of its district plan review, it is considered that the community cannot afford to put the development of the RCA on hold while waiting for the new District Plan ('2GP') to be notified and go through the normal RMA processes (which typically take 5 to 8+ years).

7.2.6 It is evident that the lack of suitably zoned business land within the RCA is failing to enable people and communities to provide for their social and economic wellbeing. The seven-year delay in identifying the District's third KAC in the WDP has failed to give effect to the RPS, specifically Policy 6.3.1.2, which requires councils to,

"[G]ive effect to the urban form identified in Map A (page 6-27) by identifying the location and extent of the indicated Key Activity Centres[.]"

7.2.7 Amending Objective 15.1.2 as proposed by the PPCR is considered the most appropriate way to give effect to the above RPS policy which, in turn, achieves the purpose of the RMA.

7.2.8 To inform the details of the PPCR, RDL commissioned Insight Economics to undertake an economic assessment of the likely economic effects of, and the rationale for, the proposed rezoning and KAC boundary. The findings of the economic assessment support the expansion of Business 1 zoning, and identification of the Ravenswood KAC, as proposed in the PPCR. The key economic benefits and rationale include:

- (a) The RCA is an ideal location for a town centre, being directly adjacent to, and visible from, the state highway.
- (b) The RCA is already destined to become a major commercial node for the district, as envisaged by 2017 work by the WDC which identified Ravenswood as the best location to accommodate the District's third KAC. The proposal represents a natural market response to strong recent and predicted future growth in district retail demand.
- (c) In addition to generating a range of benefits for its customers, the new centre will also benefit the wider community by increasing the level of retail competition, which in turn improves economic efficiency, both in the retail sector and beyond.
- (d) The District has very low levels of employment self-sufficiency. The proposal represents a significant step in the District's journey towards greater self-sufficiency and resilience, with all the social, economic, and environmental benefits associated with it

7.2.9 Other technical assessments prepared in support of the PPCR have identified and assessed the potential adverse effects of the proposal on the environment. As discussed in the AEE, these are considered acceptable, or can be appropriately avoided, remedied or mitigated through the PPCR provisions. The appropriateness of these provisions in achieving the objective of the PPCR is examined in the following section.

7.3 Appropriateness of the PPCR Provisions (s32(1)(b))

7.3.1 Having confirmed that the objective of the PPCR satisfies s32(1)(a) of the RMA, s32(1)(b) requires an examination of whether the provisions of the PPCR are the most appropriate way to achieve that objective by:

- (i) identifying other reasonably practicable options for achieving the objectives; and*
- (ii) assessing the efficiency and effectiveness of the provisions in achieving the objectives; and*
- (iii) summarising the reasons for deciding on the provisions;*

7.3.2 The "efficiency and effectiveness assessment" under clause (ii) must:

- (a) identify and assess the **benefits** and **costs** of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the provisions, including the **opportunities** for—
 - (i) economic growth that are anticipated to be provided or reduced; and
 - (ii) employment that are anticipated to be provided or reduced; and
- (b) if practicable, quantify the benefits and costs referred to in paragraph (a); and
- (c) assess the **risk** of acting or not acting if there is uncertain or insufficient information about the subject matter of the provisions. **[Emphases added]**

7.3.3 The following sections explain the rationale for the proposed provisions and assess their efficiency and effectiveness in terms of “benefits and opportunities” and “costs and risks”, as relevant, having regard to the above requirements.

7.3.4 The options and provisions are examined in two stages. Stage one is to identify the most appropriate strategic approach; for example, whether a plan change is a more appropriate means to achieve the purpose of the PPCR compared to resource consent applications. Stage 2 involves examining the specific provisions of the preferred approach identified in Stage 1.

Stage 1: Strategic Approach Evaluation

7.3.5 The following reasonably practicable options have been identified and examined in terms of their appropriateness for achieving the objective of the PPCR:

Option 1: Status quo and resource consent application(s)

7.3.6 This option retains the existing WDP residential and business zoning, ODP and related provisions, and requires RDL to apply for the necessary resource consent(s) to enable the development of the Site. (Note: this is not the same as the “do nothing” option, which is identified as Option 3)

Option 2: Private Plan Change Request

7.3.7 This option involves modifying the existing WDP provisions to reflect the objective of the PPCR.

Option 3: Do nothing and wait for the District Plan Review

7.3.8 This option involves deferring new development until the 2GP has progressed sufficiently to provide for businesses and other town centre developments within the RCA.

OPTIONS	BENEFITS & OPPORTUNITIES	COSTS & RISKS
1. Resource consent(s)	This option avoids the costs and delays associated with a private plan change process. Existing and proposed developments within the RCA have managed to obtain the necessary resource consents despite misalignment with the zoned intent and roading/subdivision layout. Future developments could follow the same approach, likely by way of non-complying activity resource consent applications, which would allow the merits of each application to be assessed.	Future resource consent applications would be assessed against an outdated ODP and an irrelevant zone framework. This creates uncertainty for the WDC as to the outcome sought by their assessment, and for applicants in terms of the outcome of their applications. There is a risk that applications for business activities on the residentially zoned land could be refused on policy grounds. This could discourage appropriate developments that would otherwise promote the efficient use of the land. In the alternative, if the WDC were to grant consent to such applications, the integrity of the WDP could be undermined.
2. Private Plan Change Request	The PPCR provides an opportunity to update and improve the existing provisions, to ensure their relevance and to guide future development of this predominantly greenfield land. Through the identification of suitable commercial zones, the PPCR creates a presumption in favour of business and other town centre activities within the RCA, subject to detailed design considerations, thereby giving greater certainty to the WDC, RDL and the public as to the outcome anticipated for the RCA.	A PPCR would require additional resourcing from the WDC whilst it is working to notify its 2GP. This "cost" can be addressed by engaging external consultants to process either the PPCR or the 2GP. All costs associated with the PPCR process would be borne by the initiator (provided that the WDC "accepts" rather than "adopts" the PPCR).

3. "Do nothing"	The WDP review / 2GP process presents an opportunity for the WDC to undertake a comprehensive review of its land use, growth management and other resource management issues. The role of the RCA will be considered as part of that process and RDL will have the opportunity to participate in that process through submissions and hearings. This option may avoid the PPCR being considered in parallel with submissions and hearings on the 2GP, depending on the outcome and timing of the PPCR.	This option differs from Option 1 as it does not seek to advance further development of the RCA until the WDC has sufficiently progressed its 2GP. The timing and outcome of that process is unknown. This presents a high degree of risk (notification of the 2GP was previously scheduled for June 2020 and has now been pushed out to late 2021 (due to COVID-related disruptions)). The opportunity cost of not proceeding with, or deferring, development of the RCA, would be detrimental to achieving the objective of the PPCR.
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7.3.9 In evaluating the relative merits of the above options, the opportunity costs and risks associated with Option 3 are considered to significantly outweigh the benefits. In particular, the timing risks associated with the notification and resolution of 2GP are considered too high and unacceptable in achieving the purpose of the PPCR. History confirms that district plan review processes in New Zealand take considerable time, delays are inevitable. The nature, extent, and volume of issues that could be raised through submissions on 2GP are unknown with substantial delay likely. To await significant resolution of the 2GP before advancing further development within the RCA would present unacceptably high opportunity costs. Hence, Option 3 is dismissed.

7.3.10 In contrast to Option 3, Option 1 allows immediate actions to be taken to achieve the objective of the PPCR through resource consent applications under s88 of the RMA. However, such applications are likely to be non-complying activities and would encounter policy and plan administration hurdles. Namely, the development of business and other town-centre activities is not currently provided for on a substantial portion of the RCA. The outcome of such applications would be uncertain. In any case, to challenge the provisions of the WDP in a piecemeal way could undermine the integrity of these provisions. The alternative of "updating" the WDP to reflect the intended planning outcome for the RCA is, in contrast, a more robust and principled option, and is considered more appropriate for achieving the objective of the PPCR.

7.3.11 Having considered other reasonably practicable options, a private plan change request (Option 2) is considered the most appropriate pathway for achieving the PPCR's objective. The following section provides an assessment of the specific provisions (including alternative provisions) for the PPCR.

Stage 2: Specific provisions evaluation

7.3.12 Having reviewed the existing WDP provisions, it is considered that the objective of the PPCR can be implemented by making the following changes:

- (a) Rezone the RCA to Business 1 and Business 2 as shown in Figures 3 and 4.
- (b) Identify the Business 1 zoned land as a KAC, being the third KAC within the District alongside Rangiora and Kaiapoi.
- (c) Replace the outdated North Woodend ODP with a new ODP which reflects the proposed rezoning and the Ravenswood KAC (and the subdivision layout, including approved cadastral pattern for the rest of Ravenswood).
- (d) Introduce new provisions to guide the design and assessment of development proposals within the Ravenswood KAC.
- (e) Consequential changes to update the WDP and ensure internal consistency.

7.3.13 Each of the above is considered a “provision” for the purposes of the following assessment. These provisions are examined below in terms of their efficiency and effectiveness in achieving the objective of the PPCR.

Rezoning options

7.3.14 Zoning options for business activities are limited under the WDP. Apart from several small pockets of historic business activities, most business areas in the district are zoned either Business 1 or 2.

7.3.15 The Business 1 zone defines the Key Activity Centres for business, social, community, cultural and administration activities. Planning policies require that Business 1 areas remain the dominant location and focal point for these activities, with emphasis on a high-amenity, well-designed environment to support these functions.

7.3.16 In contrast, the Business 2 zone includes those industrial and commercial areas which are characterised by large-scale buildings, low density of development and industrial-type activities. Policies generally provide for the continuation of a low-amenity, utilitarian built-environment that prioritises accessibility for cars over pedestrians. Restrictions are placed on retail activities that are better suited to, or could potentially undermine the vibrancy and vitality of, town centres.

7.3.17 At present, the commercial / industrial sections north of Bob Robertson Drive are zoned Business 2. A small area of Business 1 zoned land, akin in scale to a “village centre”, is located within Lots 203 and 11. However, the quantum of the allocated Business 1 land was transferred to Lots 13 and 14 through a resource consent (and an encumbrance registered on the donor Lot 11). There was no transfer of Business 2

entitlements in return, although the encumbrance on the title for Lot 11 acknowledges the WDC's acceptance, in principle, that Lot 11 can be used for Business 2 purposes subject to any required resource consents being obtained.

7.3.18 The PPCR proposes to rezone most of the Residential 6a zoned land and part of the Business 2 zoned land to Business 1, as shown in **Figures 1 and 9**. This creates approximately 12.8ha of Business 1 zoned land. The Business 2 Zone is retained for remainder of the RCA.

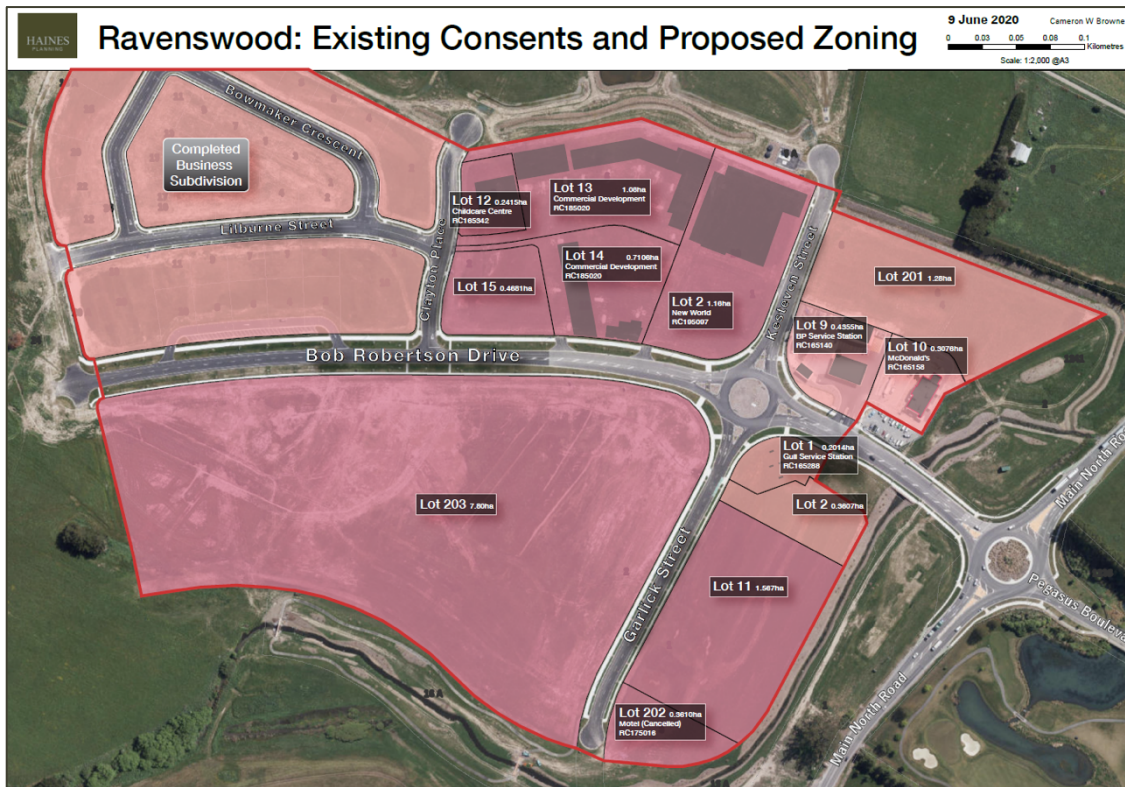


Figure 9: Ravenswood Commercial Area: Existing Consents and Proposed Business Zoning

7.3.19 The rationale for the extent of the Business 1 zone is as follows:

1. The block to the north of Bob Robertson Drive (between Clayton Place and Kesteven Street) is already consented for commercial developments. The nature and form of these developments are more akin to the type of activities that are typically located in a Business 1 zone than in Business 2. Rezoning this block to Business 1 simply reflects this reality.
2. The large block (Lot 203) to the south of Rob Robertson Drive (east of Garlick Street) presents the most significant opportunity for the development of a future town centre. The Business 1 zoning is proposed to reflect this intention, with the necessary emphasis to ensure a high-amenity, well-designed environment to support the town centre functions.

3. The block of land to the east of Garlick Street has characteristics that suit both Business 1 and Business 2 zones. Having considered different rezoning options, the PPCR proposes to rezone Lots 11 and 202 to Business 1, as an extension to the core town centre. The balance of this block is rezoned to Business 2 to reflect the consented use (Gull service station) and the more vehicle-oriented environment adjacent to the State Highway 1 roundabout and the main entrance into Ravenswood.
4. It is proposed that the existing Business 2 zoning for Lots 9, 10 and 201 (east of Kesteven Street) and the industrial subdivision west of Clayton Place is retained as this zoning better reflects the existing, consented and intended non-Core Retail uses on these lots.

7.3.20 The proposed rezoning has been considered along with other alternatives, including retention of the existing zones, providing less Business 1 zoned land, and the introduction of bespoke zoning. A summary of the efficiency and effectiveness of these options is provided below.

OPTIONS	BENEFITS & OPPORTUNITIES	COSTS & RISKS
1. Retain the existing zones (status quo)	<ul style="list-style-type: none"> ▪ Enables residential development on land to the south of Bob Robertson Drive partially in accordance with the intent of PC5. ▪ Enables commercial development of land to the north of Bob Robertson Drive partially in accordance with the intent of PC 7. 	<ul style="list-style-type: none"> ▪ The existing zoning does not promote the objective of the PPCR. The current configuration is also inconsistent with the subdivision and roading layout of the RCA. The transfer of Business 1 allocation to the north of Bob Robertson Drive, through a resource consent, has further complicated and undermined the intent of the current zoning configuration. ▪ The existing Residential 6a zoning no longer meets the reality of prospective commercial tenants wishing to establish their presence in Ravenswood specifically and Waimakariri generally. ▪ The area has been earmarked as the District's third KAC in the district. The existing Business 1 provision, which is akin in scale to a "village centre", falls well short of giving effect to this policy.

<p>2. Rezoning as proposed</p>	<ul style="list-style-type: none"> Compared to Option 4 below (bespoke zones), this approach seeks to achieve the objective of the PPCR whilst utilising the existing WDP zones and provisions where possible. This aims to minimise changes that could create inconsistencies and/or undermine the WDP's integrity. To the north of Bob Robertson Drive, retaining the Business 2 zone for the block east of Kesteven Street and the industrial subdivision west of Clayton Place, and rezoning the central block to Business 1, appropriately reflect the actual and consented activities on these lots. Land to the south of Bob Robertson Drive is mostly vacant. The proposed Business 1 zoning enables the creation of a town centre of a scale that is befitting of KAC status. The proposed Business 1 zone will attract businesses that would otherwise be unable or unlikely to establish in Waimakariri due to a lack of suitably located and zoned land. The proposed Business 1 Zone will, in turn, promote greater self-sufficiency and reduce retail and employment leakage out of the District. 	<ul style="list-style-type: none"> The WDP is a first-generation plan which adopts an "effects-based" approach to managing activities. The structure and provisions of the WDP reflect this approach. The District Plan Effectiveness Review has identified a range of issues which the WDC will aim to address in the 2GP. By adopting the existing WDP zones and associated provisions, the PPCR will inherit some of the inherent issues within the WDP. This can be mitigated to a degree by making some targeted changes and "tidy ups". Perception of an oversupply of Business 1 zoned land, and the related opportunity cost of the land not being used for other uses, including residential or industrial uses. Perception that a town centre of this size would rival and/or compete with existing town centres at Rangiora and Kaiapoi and "pull" businesses away from those centres.
<p>3. Rezoning with less Business 1 land (and more Business 2 land)</p>	<ul style="list-style-type: none"> This is a variation of, and has the same general benefits as, Option 2. Rezoning Lot 203 as Business 2 would consolidate higher intensity commercial uses to the north of Bob Robertson Drive, thus creating a more compact "neighbourhood centre". The block to the east of Garlick Street is attractive to large format retail and/or trade supplier type activities, due to its location on the fringe of the RCA and its exposure to the State Highway. Business 2 is considered a viable alternative zone which would enable such 	<ul style="list-style-type: none"> Zoning Lot 203 as Business 2 would not go far enough in achieving the objective of the PPCR as the reduced provision of Business 1 zoned land is not considered befitting of a KAC. Zoning Lot 203 to Business 2 would result in the "town centre" being surrounded by industrial or lower-amenity commercial uses and separated from the residential areas. Business 2 zone provisions do not require higher quality design outcomes. Applying this zoning to land on either or both sides of Garlick Street would disincentivise (or at least will

	activities to occur outside of the “core” town centre area.	not promote) the design outcomes that are expected for a future town centre and KAC.
4. Bespoke zones	<ul style="list-style-type: none"> Compared to utilising the existing zones under the WDP, a customised zone/precinct with a bespoke set of provisions can be more intentional, thus more effective, in guiding the development of the RCA towards a predetermined goal. This option otherwise has the same general benefits as rezoning the RCA to Business 1 and 2. 	<ul style="list-style-type: none"> A customised zone/precinct with a bespoke set of provisions will add to the complexity of an already complex plan. A better starting point requires consideration of whether the existing WDP provisions can be adopted and/or modified to achieve the same outcome. It is considered that the same outcome could be achieved by adopting the Business 1 and 2 zones and making targeted changes to the relevant zone provisions as proposed through the PPCR.

7.3.21 The above analysis demonstrates that providing additional Business 1 zoned land within the RCA is necessary to achieve the objective of the PPCR. The proposed rezoning is considered the most appropriate way to achieve this objective.

7.3.22 As the KAC should, in general, follow the proposed Business 1 zone, the decision on the provision of Business 1 zoning will have a direct impact on the scale of the Ravenswood KAC, which is discussed below.

Identify the Site as a KAC

7.3.23 The Canterbury RPS identifies that there should be three KACs within the Waimakariri District and that these should be in Rangiora, Kaiapoi and “Woodend/Pegasus”. District plans must give effect to the relevant regional policy statement. This means that the WDC has a statutory obligation to identify these KAC’s in the WDP.

7.3.24 The WDC partially fulfilled this obligation in 2014 when it defined the purpose of KAC’s within its WDP and identified the location and extent of the Rangiora and Kaiapoi KAC’s on its planning maps. Changes were made to the WDP as directed under Land Use Recovery Plan (LURP) Actions 26 and 28. At that time, the WDC did not identify a KAC for Woodend for two key reasons. First, the absence of any significant retail or commercial activities in the area provided flexibility as to the future KAC location. Second, there were uncertainties about the form and rate of residential growth in the surrounding area. However, a May 2017 report prepared by Market Economics (engaged by the Council to assist in determining the appropriate location and extent of the KAC’s) stated that the Woodend KAC could establish around the existing Woodend Business 1 zone.

7.3.25 However, in an updated 2017 report, Market Economics estimated that by 2043 “between 11,100 and 14,400m² of retail floorspace would be sustainable in the Woodend KAC” which would require the identification of approximately 3.3 to 4.9 hectares of KAC land. The report noted that this demand cannot practically be accommodated by expanding the existing Woodend town centre. The RCA was identified as a suitable location for the Woodend KAC. This has since been confirmed in the *Waimakariri 2048 District Development Strategy*.

7.3.26 In order to inform the PPCR, RDL commissioned Insight Economics to assess the likely economic effects of, and rationale for, the proposed KAC. The findings of the economic assessment support a KAC which includes all the land identified as proposed Business 1 in the PPCR.

7.3.27 The economic assessment estimated that, under relatively conservative assumptions, district retail expenditure is projected to grow significantly by 2043 with an increase in supportable district retail floor space of 71,400m². In addition, detailed electronic transaction data show that 40% of retail spending currently leaks out of the district, which creates a significant opportunity to improve district retail self-sufficiency over time via greater local supply. This finding has informed the role that the Ravenswood KAC can play in providing for this growth and, consequently, the extent of the proposed Business 1 zoning and the Ravenswood KAC.

7.3.28 The appropriateness of identifying the KAC as part of the PPCR is examined in the table below.

OPTIONS	BENEFITS & OPPORTUNITIES	COSTS & RISKS
1. Do not identify the KAC as part of the PPCR	<ul style="list-style-type: none"> The proposed rezoning on its own, without the KAC status, is sufficient to create a framework which supports town centre development. 	<ul style="list-style-type: none"> This option fails, or prolongs the failure, to provide for a KAC in “Woodend-Pegasus” as directed by the RPS.
2. Identify the KAC as proposed	<ul style="list-style-type: none"> Fulfils the WDC’s obligation to identify a KAC at “Woodend-Pegasus” being the third KAC for Waimakariri District, as directed by the RPS. The economic assessment by Insight Economics concludes that the scale of the proposal poses no material retail distribution effects on Rangiora or other centres. The economic assessment considers that the proposal will have far-reaching economic benefits including enabling retail floorspace supply to keep pace with 	<ul style="list-style-type: none"> Perception that the identification of a KAC should be better initiated by the WDC, as part of a district-wide plan review.

	<p>demand and consumers to benefit from increased competition.</p> <ul style="list-style-type: none"> ▪ Recognises that a privately initiated Plan Change request is not limited in scope and can assist WDC to give effect to the RPS. 	
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7.3.29 While the objective of the PPCR *could* be achieved through rezoning alone, it is considered that identifying the Ravenswood KAC at the same time is a more appropriate way to achieve this objective, given the clear evidence that the RCA is the most appropriate location for development of a KAC.

7.3.30 The scale of the KAC has been carefully considered in the supporting economic assessment, both in terms of the benefits it would bring as well as potential adverse retail distribution effects on existing centres. It is concluded that the scale of the Ravenswood KAC, which aligns with the proposed Business 1 zoning, is the most appropriate means to achieve the objective of the PPCR.

7.3.31 Consideration has also been given to whether it is necessary to control the provision of retail GFA's with a staging rule as part of increasing the supply of Business 1 zoned land.

7.3.32 The status quo (identified as Scenario 1 of the Economic Assessment) provides 7,400m² of existing and consented core retail GFA. The proposed rezoning (Scenario 2) would enable 35,300m² of core retail GFA. This represents an increase of approximately 27,900m² of plan-enabled core retail GFA.

7.3.33 The projected supportable district retail floorspace GFA is estimated to grow to 159,400m² by 2043, which represents an increase of 71,400m² from the 2018 base figure. Applying the NPS:UD-directed competitiveness margin of 15% to the expected demand, WDC is required to provide at least 81,650m² of core retail floor space. Hence, the proposed rezoning enables some 34% of the required growth provision to 2043 to be accommodated within the Ravenswood KAC.

7.3.34 In evaluating the retail distribution effects of the Ravenswood KAC, the Economic Assessment has modelled the estimated trade impacts of the proposed rezoning on the nearest existing KAC's (i.e. competing centres) at year 2028. Of the four KACs assessed, which also included Kaiapoi (-2.7%), Belfast (-1.4%) and Papanui (-1.1%), only Rangiora (-5.1%) was considered to have a "non-trivial" trade impact that warranted further assessment of retail distribution effects under the RMA.

7.3.35 Due to the economic robustness of Rangiora as a centre that fulfils a wide range of non-retail roles and functions, and the proposal's role in addressing retail leakage out of the district (as opposed to competing for the same "retail pie"), the Economic

Assessment concluded that the proposed rezoning does not pose any material risk of significant adverse retail distribution effects. In the absence of such effects, it is considered unnecessary to restrict the plan-enabled retail GFA's within the Ravenswood KAC by proposing a staging cap.

Replace the North Woodend ODP

7.3.36 An ODP is a planning tool used to identify, in a general manner, the road layout, any stormwater facilities, reserve areas or other matters to be provided for in any subdivision or development within the planned area. As the RCA is already covered by the outdated and compromised North Woodend ODP, the replacement of this ODP also requires consideration when preparing the PPCR.

7.3.37 The PPCR replaces the existing North Woodend ODP 158 with an updated ODP. The primary purpose of replacing the ODP is to define the extent of the Ravenswood KAC, provide additional Business 1 zoned land within the KAC, and identify the structuring elements to assist with applying the new assessment criteria.

7.3.38 Whilst the PPCR focuses on the RCA, the residential areas of the ODP also need to be updated to reflect the current subdivision and roading pattern. This has necessitated several consequential changes including:

- Removal of stormwater reserves and stream realignment
- Reconfigured roading pattern
- Green space removed from the edges of Bob Robertson Drive
- Reconfiguration of local reserves
- Updating the extent of the Residential 6a zoning west of Lot 203 to reflect the Taranaki Stream realignment and changes to the cadastral pattern.

7.3.39 These changes are an inevitable consequence of having to reconcile, retrospectively, the subdivision pattern created over the past several years of resource consent applications, against the outdated North Woodend ODP 158. These are not considered material changes insofar as they simply seek to reflect changes that have already occurred without the ODP ever needing to be updated.

7.3.40 In light of the above, the three options identified and assessed below are:

- a. Not updating the ODP. Instead, only identify the zone changes on the Planning Maps.
- b. Update the ODP, as proposed, for both the RCA (substantive changes) and the residential areas (consequential changes).
- c. Update the ODP for the RCA only.

7.3.41 These options are examined in the table below.

OPTIONS	BENEFITS & OPPORTUNITIES	COSTS & RISKS
1. Do not update the ODP as part of the PPCR	<ul style="list-style-type: none"> To date, the WDC has granted consent to applications which have not followed the layout defined in the ODP. This suggests that further variations from the ODP may continue to be granted consent. Given the compromised nature of the ODP, it might carry little weight at the resource consent stage. 	<ul style="list-style-type: none"> The ODP is meant to provide guidance to applicants and to secure certain outcomes. Having an outdated ODP which cannot practically be enforced undermines the purpose of having an ODP in the first place.
2. Update the ODP as proposed	<ul style="list-style-type: none"> A district plan is a “living” document which should be responsive to changes. Similarly, an ODP can be updated to either provide guidance to future development, or to remedy any inconsistencies to avoid confusing or complicating future development. The PPCR presents the opportunity to do both. 	<ul style="list-style-type: none"> The existing ODP covers both the RCA and the much larger residential area. While the PPCR focuses on rezoning land within the RCA, changes to the ODP would require outdated provisions outside of the RCA to be “tidied-up” at the same time. This effectively expands the area affected by the PPCR, albeit changes outside of the RCA are of an ‘administrative’ nature.
3. Update the ODP for the RCA only	<ul style="list-style-type: none"> This option remedies the costs/risks identified in Option 2 by providing a relevant ODP for activities within the RCA. 	<ul style="list-style-type: none"> This option only addresses the issue identified in Option 1 in a piecemeal way. Given the significantly compromised nature of the existing ODP, this option is likely to create additional issues particularly around at the interface of the RCA and the surrounding residential areas (i.e. roads and boundaries will not align).

7.3.42 It is considered that updating the ODP is clearly the most appropriate way to achieve the objective of PPCR.

Introduce new design provisions

7.3.43 The PPCR introduces a design-related policy (Change 17) and a corresponding rule and assessment criteria (Change 26) which apply to the RCA. A number of related changes (mostly to add reference to the Ravenswood KAC) are proposed throughout the WDP. These are collectively referred to as “new design provisions” and provide a framework against which future applications within the Ravenswood KAC will be assessed.

7.3.44 The new policy (Change 17) is quoted below in full:

Policy 18.1.1.12

Provide for the development of a new town centre at Ravenswood based on the following principles:

- a) The development at Ravenswood shall provide a focal point for the community incorporating a range of activities set within the broader landscape of the Canterbury Plains with strong connections to the other town centres, serving as a retail and commercial gateway for people accessing the District from State Highway 1.
- b) The development of Ravenswood shall be of a scale and design that is safe and accessible for people in their day-to-day needs.
- c) The design, layout and development of Ravenswood shall integrate with the State Highway 1 corridor and the surrounding land uses.
- d) The creation of a logical and highly connected network of well-designed streets and spaces that provide high levels of access, are responsive to surrounding activities, and contribute to the character and amenity of the town centre.
- e) Attractive streetscapes which reinforce the functions of streets and enhance the amenity and accessibility of the new town centre.
- f) Emphasis on creating a vibrant centre for business and social activity through the appropriate location of buildings that provide an attractive and engaging public interface with streets and open spaces.
- g) Parking is provided where this is accessible to buildings and separated from pedestrian areas and open spaces to reinforce the town centre as a destination for commerce and community.
- h) Development of the town as a compact, cohesive urban community, which is integrated with surrounding land uses and adjoining residential areas.
- i) Transition towards higher density residential development located proximate to the town centre.
- j) The establishment of a wide range of business activities within the town, including employment and commercial opportunities, in order to encourage people from around the District to work within the town centre.
- k) Establishment of a unique sense of identity within the town centre through identifiable streets and open spaces with building frontages and marker buildings that reinforce the town centre function.
- l) Development of the town results in the provision of a network of walkways and cycleways as follows:
 - i. within the lots with retail activities;
 - ii. between retail developments along Bob Robertson Drive;
 - iii. linking the Business Zone land to the Taranaki Stream;
 - iv. linking the residential neighbourhoods of Ravenswood and Woodend to the town centre; and
 - v. providing an edge to the Taranaki Stream.

7.3.45 To give effect to the above Policy, Rule 31.23.4 (Change 26) is added which requires all new buildings within the Business 1 zone land in Ravenswood to be the subject of a discretionary activity (restricted) resource consent application. The associated assessment criteria allow the WDC to grant or refuse consent, and to impose conditions, over a range of design matters which reflect the principles set out in Policy 18.1.1.12.

7.3.46 Rule 31.23.4 is quoted below in full:

Within the Ravenswood Town Centre Business 1 Zone land, new buildings are a discretionary activity (restricted).

In considering an application for resource consent under Rule 31.23.4, the Council shall, in deciding whether to grant or refuse consent, and in deciding whether to impose conditions, exercise its discretion over the following matters:

- a) the design and appearance of buildings including contribution to architectural quality and amenity values of streets or public spaces. In particular:
 - i. the contribution that buildings make to the attractiveness pleasantness and enclosure of streets or public spaces;
 - ii. maintaining a consistent building line and legibility of entrances by minimising building setbacks from public spaces;

- iii. the design of buildings in architectural details and quality of cladding materials;
- iv. minimisation of blank walls with modulation, articulation, and fenestration;
- v. encourage activation and engagement with streets and open spaces;
- b) location of vehicular parking and loading to the side or rear of any building façade;
- c) the provision of verandahs to provide weather protection in areas used, or likely to be used, by pedestrians;
- d) the application of Crime Prevention Through Environmental Design (CPTED) principles to the design and layout of buildings;
 - i. passive surveillance of public areas through glazing of building faces, particularly for hospitality and retail activities;
 - ii. safe and legible pedestrian routes designed to an appropriate dimension, with good visibility and appropriate lighting;
 - iii. avoid fencing in favour of visually permeable or soft delineation features;
- e) the extent to which the proposal demonstrates that buildings can be integrated with future development of vacant Business 1 zone land, including provision for at least 5984m² of prominent open spaces consistent with the objective of enabling a modern town centre, either as part of the proposal or by ensuring that sufficient balance land remains available to enable provision of this;
- f) the effects of creating new roads, service lanes, and public spaces on the matters above;
- g) the effects that landscaping on sites adjoining public spaces is able to contribute to the amenity values of the people using or passing through the public space;
- h) all the above matters will be assessed having regard to the outcomes set out in Policy 16.1.1.3 and the extent to which practical design considerations apply.

An application for a resource consent under Rule 31.23.4 shall be considered without the need to obtain the written approval of affected persons in accordance with Section

7.3.47 The appropriateness of introducing design provisions (or not) is considered in the table below.

OPTIONS	BENEFITS & OPPORTUNITIES	COSTS & RISKS
1. No design provisions	<ul style="list-style-type: none"> New developments within the Ravenswood KAC will rely on existing WDP provisions, which means that buildings are permitted subject to conditions (refer Chapter 31). This allows developments that comply with these standards to proceed with certainty, which reduces costs and delays associated with the consenting process. 	<ul style="list-style-type: none"> The Ravenswood KAC differs from Rangiora and Kaiapoi KACs, which are established historical town centres with finer grained subdivision and development patterns. Development standards can be more readily applied in those settings to ensure that future developments follow, or are cognisant of, the established character of these areas. In contrast, much of the Ravenswood KAC is a blank canvas. A design-led approach is considered more appropriate in ensuring higher quality design outcomes than a rule-based approach.
2. New design provisions (rule trigger, with associated policy and	<ul style="list-style-type: none"> The Ravenswood KAC is not subject to the same pattern of close subdivision found in the older, established centres. It is also not subject to the same fragmented ownership patterns in these other centres. Instead, it is held in single ownership by 	<ul style="list-style-type: none"> Costs and delays associated with the resource consent process and engaging design/technical experts to demonstrate how the design provisions/criteria will be met.

assessment criteria)	<p>an experienced developer with an established track record of delivering master planned communities.</p> <ul style="list-style-type: none"> ▪ In these circumstances, planning interventions can and should focus on ensuring “quality” design outcomes. It is well recognised that design-based provisions are more effective in delivering these outcomes than prescriptive rules/standards. 	
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7.3.48 The costs and risks of these provisions largely fall on the landowner/developer by subjecting new development to the resource consent application process and needing to demonstrate how these design provisions will be met. Conversely, the benefits of the new design provisions will be shared by the community at large by providing a robust framework against which individual applications within the Ravenswood KAC will be assessed. On balance, it is considered that additional design intervention is justified within the Ravenswood KAC, particularly in regard to the vacant development sites south of Bob Robertson Drive.

7.3.49 Consideration has also been given to providing a more detailed ODP, particularly for Lot 203. The lesson learned from implementation of the existing North Woodend ODP is that an overly prescriptive ODP can quickly become outdated and act as a distraction and hindrance to subsequent developments. However, it is recognised that the key access layout and block pattern has already been determined through the existing subdivision pattern. This enables the provision of a “Structuring Elements” plan for the RCA which identifies, to the extent that current knowledge allows, the centre’s first phase of development and location of access points to serve a future internal street pattern and open space layout.

7.3.50 More detailed notations on the ODP are not considered necessary, with design-related assessment matters in place, and a future town square / public space(s) within Lot 203 referenced on the Ravenswood ODP.

7.3.51 It is envisaged that developments within Lots 11, 202 and 203 will be market-driven / tenant-led and “modular” in approach. This leads to some uncertainty regarding the final layout for these vacant lots. However, the proposed design provisions, and the need to consider cumulative effects through each subsequent resource consent application, will ensure that each development is cognisant of the quality design outcomes anticipated for the Ravenswood KAC.

7.3.52 The Landscape and Urban Design Assessment by Rough and Milne notes that, although there may be concerns regarding the subjective nature of the characteristics anticipated, the design-based assessment criteria and their interpretation by WDC

officers, prospective tenants and developers, as set out in Rule 31.23.4, it is an accepted method for development to occur. This approach is appropriate, in particular, because the Ravenswood KAC is a large greenfield site under single ownership. In contrast, site consolidation would be required to ensure the same outcome in Rangiora and Kaiapoi KACs.

- 7.3.53 Overall, it is considered that the proposed design provisions will provide an effective framework to ensure that future developments within the Ravenswood KAC will promote the objective of the PPCR.

Consequential Changes

- 7.3.54 While the PPCR identifies 32 individual changes to the WDP, only a few of these changes raise material resource management issues. These have been identified and discussed above. The remaining changes are requested to consequentially update the WDP and ensure internal consistency. They do not warrant any further evaluation under s32 of the RMA.
- 7.3.55 Lastly, with reference to clause 22(2) of Schedule 1, the PPCR is considered to contain a level of detail that corresponds to the scale and significance of the environmental, economic, social, and cultural effects that are anticipated from implementation of the proposal. This is demonstrated in Section 6 and through the provision of Annexures 1 to 4 (refer Volume 2 of 2 Specialist Reports).

8.0 CONSULTATION

8.1 Statutory Requirements

- 8.1.1 The PPCR is made under Schedule 1 of the Act, which is divided into five parts. The two relevant parts are Part 1, which relates to the preparation and change of policy statements and plans by local authorities; and Part 2, which relates to “requests for changes to ... plans of local authorities...”.
- 8.1.2 Under Part 1, a local authority shall consult the parties prescribed in clause 3(1), and may consult anyone else, during the preparation of a proposed plan.
- 8.1.3 Under Part 2, there are no similar consultation requirements for any person privately requesting a change to a district plan. It would appear that such consultation is not deemed necessary for requesters of private plan changes owing to the participatory nature of the public submission (and appeal) process available to any party (except any submission relating to trade competition or the effects of trade competition).
- 8.1.4 Notwithstanding the above, RDL has informed a number of parties of its intentions to lodge this PPCR with WDC, and has:
- (a) Undertaken to provide copies of the PPCR documents to them; and
 - (b) Invited them to discuss with RDL any matters in relation to the content of the PPCR.

8.2 RDL Consultation

- 8.2.1 RDL has identified the following parties as prospective consultees and/or stakeholders with whom direct engagement has been considered appropriate. The relevant parties are as follows:
- (a) Waimakariri District Council;
 - (b) Tangata whenua
 - (c) NZ Transport Agency
 - (d) Other landowners within the RCA
- 8.2.2 Consultation with WDC commenced in January 2020 and involved discussions with experienced planners from the Council’s policy and consenting teams. Meetings were held on 23 January, 26 February, and 8 April. Subsequent discussions were held on sub-topics relating to the economic assessment, integration with the existing WDP and process considerations.
- 8.2.3 The input from WDC planners has assisted RDL to define the scope and form of the PPCR.

- 8.2.4 RDL specifically recognises the tangata whenua's interest in decisions relating to the environment and protection of resources. RDL also acknowledges the Mahaanui Iwi Management Plan as the relevant tangata whenua guidance documents and initiated and invited engagement with tangata whenua through Mahaanui Kurataiao Ltd.
- 8.2.5 RDL advises that on 4 August, Mr Paul Croft (Director, RDL) met with Ms Joan Burgamn at the Tuahiwi Marae to discuss, in part, RDL's PPCR. Mr Croft has reported to Ms Burgman, the local representative for the Ngai Tuahuriri iwi, advised that iwi are fully supportive of RDL's PPCR.
- 8.2.6 Recognising the Site's proximity to SH1, and its ideal location for enabling the integration of land use and transportation, RDL has initiated engagement with the NZ Transport Agency (Waka Kotahi) by providing a copy of the Integrated Transport Assessment, which supports the PPCR. RDL has met with NZTA (together with WDC roading and transport personnel) and consultation is continuing.
- 8.2.7 Lastly, RDL recognises that the PPCR will provide an economic uplift to other landowners within the RCA by confirming the Site's location as a KAC. The PPCR zoning pattern recognises both the proposed retail core of the new town centre (Business 1) and the commercial fringe (with its lesser amenity expectations) with landowners benefiting in different ways. Accordingly, RDL has initiated contact with all other landowners within the Site.
- 8.2.8 RDL will continue to engage with the parties identified in this section while the PPCR is processed by WDC and is opened up to the usual public participation processes under the Act.

9.0 CONCLUSION

9.1 Ravenswood Proposal

- 9.1.1 This PPCR proposes changes to the provisions of the Waimakariri District Plan to enable the development of a new town centre within the rapidly growing settlement of Ravenswood.
- 9.1.2 Central to the PPCR is the proposed Key Activity Centre status for Ravenswood, to reflect earlier directions of the LURP and, more recently, the RPS. Changes from Business 2 and Residential 6a zones to Business 1, and replacement of Outline Development Plan 158, are designed to enable delivery of the District's third KAC.
- 9.1.3 Amendments are sought to the Business Zone and the Health, Safety and Wellbeing chapters of the WDP so that new buildings and development are subject to design-related assessment criteria and policies that guide the form and function of the new town centre.
- 9.1.4 The Key Activity Centre will cover an area of 12.8ha (excluding roads), which compares with 29.9ha and 13.0ha for the Rangiora and Kaiapoi KAC's (including roads) respectively.
- 9.1.5 Apart from consequential changes to support the above proposition, no other changes are proposed to the District Plan.

9.2 Rationale of PPCR

- 9.2.1 In response to the Christchurch earthquakes, the LURP(2013) and the RPS(2017) direct that Ravenswood be a Key Activity Centre (KAC) within the Greater Christchurch area, thereby supporting the Greenfield Priority Areas nearby and creating a third focal point for community and commerce in the District.
- 9.2.2 The proposed Key Activity Centre will support the social and economic needs of a growing residential area, particularly the new residential subdivisions at Ravenswood, Woodend, and Waikuku Beach, together with growth in Pegasus and the District overall. The economic assessment by Insight Economics confirms that Waimakariri District is experiencing rapid population growth while, also being affected by retail and employment leakage out to nearby Christchurch.
- 9.2.3 This PPCR identifies and quantifies the need for economic opportunities within the District to support the growing population and improve the economic self-sufficiency of the District. Under the PPCR's proposed rezoning, Ravenswood will be enabled to

provide up to 34% of the required growth provision for core retail demand across the district, factoring in the NPS:UD-directed competitiveness margin of 15%.

- 9.2.4 It is considered that Ravenswood Town Centre is ideally suited as a focal point for employment, commercial activities and more intensive mixed-use development owing to its location within a rapidly growing residential area, and its relationship with the transport network. Situated immediately next to State Highway 1 and the proposed SH 1 Woodend Bypass, the Town Centre has the ability to grow to a sustainable size, creating a “triangle” of KAC’s which, in combination, enable the people and communities of the District to provide for their social, economic, and cultural wellbeing.
- 9.2.5 The PPCR’s design-related assessment criteria are proposed to guide the development of a modern, attractive, and accessible town centre, set in the context of the Canterbury Plains lowlands beside the re-habilitated Taranaki Stream.
- 9.2.6 Stantec have assessed the transport matters for the KAC, confirming that its location alongside SH1 with good connections to Pegasus, Woodend, and Rangiora will ensure a high degree of accessibility for the KAC. Factoring in the Woodend Bypass, the proposed KAC will be highly attractive as a sub-regional centre, while reducing travel distances and car dependency for nearby communities.
- 9.2.7 The engineering assessment by Davis Ogilvie confirms the Site has sufficient water supply, wastewater, electricity, and telecommunications for the proposed town centre environment. The drainage reserve to the north of the proposed KAC provides a sustainable stormwater management solution for the proposed town centre, while the Taranaki Stream to the south has been enhanced to provide natural amenity.

9.3 Planning Context

- 9.3.1 This PPCR maintains the integrity of the WDP and is consistent with the resource management framework within which the PPCR must be considered. This PPCR provides the Council with an opportunity to enable the District’s third KAC.
- 9.3.2 The assessment of environmental effects concludes that the effects on both the immediate and wider environment are no more than minor. The assessments included in this PPCR note that the KAC will create an attractive urban centre compatible with its setting, have good accessibility to the local and wider area and will offer social and economic benefits for the growing population of the District.

■ **Attachment 1**

Letter from Ravenswood
Developments Limited

Ravenswood Developments Limited
78 Ardmore Street
Wanaka
Cell: 21 2882408
Email: paul.croft@infinitywanaka.com

Jim Palmer
Chief Executive
Waimakariri District Council
Private Bag 1005,
Rangiora 7440

Att Jim Palmer

Dear Jim,

Ravenswood Developments Limited's Private Plan Change Request

We write to provide our market-based experience in support of our private plan change request.

Ravenswood is a 150 ha mixed used residential and commercial development that is being developed by Ravenswood Developments Limited (RDL) in the heart of the Waimakariri District. For some time we have benefited from growing sales and leasing enquiries from the open marketplace. In large part we attribute this to the fact that the Waimakariri District is maturing into one of the fastest growing regions in New Zealand, with population levels expected to steadily increase year on year into the foreseeable future.

We have found that demand for residential property exceeds supply with pent up demand having been exacerbated by the long-lead timeframes associated with bringing a subdivision to market. Accordingly, RDL's sales programme has experienced excellent progress which, to date, is reflected in the swift sale of over 300 of the 1,350 sections that will eventually comprise our overall development.

Notwithstanding the impact of the Covid crisis we continue to receive sustained levels of purchasing interest. Price point affordability of land and build packages between \$450k and \$575k is very attractive to first homeowners and families seeking to downsize. This has also underpinned demand and once the development is finished around 3,500 people will be domiciled in Ravenswood. Presently our continued progress is only temporarily constrained by our ability to roll out the construction of further stages of our development.

RDL takes great pride in creating quality master-planned developments that promote a strong sense of community and character. A great place that people want to live in!!!!. In the case of Ravenswood we have in part sought to do this by connecting with our neighbouring settlements - Pegasus, Woodend, Kaiapoi and Rangiora. This has been achieved through the construction of a smart roading infrastructure that makes it easy to travel between these towns. This roading is principally defined by Bob Robertson Drive, an urban collector road that bisects the development, which will be completed in November 2020. On completion traffic from SH1 and Pegasus will be able to directly connect through to Rangiora and vice versa, thus saving time and potentially assisting to reduce the high traffic numbers that currently need to pass through Woodend.

We have also sought to create a commercial hub that not only services our residential development but also that of the surrounding district. Importantly, we aspire to do this in a manner that complements the other main commercial precincts of Woodend, Rangiora and Kaiapoi by enabling the entry of new retail, industrial and ancillary activities. In achieving this we hope to help with the creation of new job opportunities, a reduction in the leakage of retail spend out of the District and the general strengthening of a self-sufficient Waimakariri District economy.

To date we have made great progress with the creation of Ravenswood's commercial precinct. This is evidenced by the swift disposal of 41 commercial lots with RDL retaining Lot 203 (7.5 ha), which forms part of our proposed plan change, for long term investments purposes. Strong nationally branded companies that have purchased sites to date include New World, who will commence construction of their store in early July 2020 with the intention of opening 12 months later. Gull intends to open before the end of 2020 and BP and McDonalds are already open and are by all accounts trading very well.

We confirm that there are several prospective tenants, including national banner retailers, for whom Ravenswood represents an attractive opportunity. Additionally, there are several buildings that have already been constructed in the light industrial area and we understand that more builds are planned in the near future. The first childcare centre, one of two in Ravenswood that seek to service this growing area, is expecting to open in late September 20.

In our experience national brands attract other national brands which in turn creates a gravity well effect that draws in other businesses. Indeed, we already have several other well-known companies who have provisionally expressed an interest in placing a store in the development. We seek to pursue and capitalise on these enquiries with the proposed private plan change request giving added confidence to prospective retailers.

RDL is also actively marketing for lease its retail precinct 'Ravenswood Junction', which is located immediately adjacent to the New World site. This development will include 25 tenancies with 4,700 sqm of lettable area. To date we have already secured six tenants and we are in negotiations with two national restaurant brands and an entertainment operator, the latter of which is a new entrant who would be very exciting for the community at large. We anticipate that the build of the New World supermarket will generate significant additional attention which will undoubtedly result in more leaseings being concluded. We see this actual activity as being very positive, especially given the tough covid effected environment that exists at present. It also bodes well as a gauge for enhanced future activity when the economy has recovered to a much stronger state, thus further cementing Ravenswood's commercial precinct as the third Key Activity Centre in the Waimakariri District.

RDL is very optimistic that the future that awaits the Waimakariri District will be defined by growth and opportunity. It will see a maturing of the district into a much more self-sufficient economy that better services the needs of the community. We see RDL's proposed plan change as playing a big part in enabling this transformation and seek to partner with the community and Council to achieve this worthy goal.

Yours faithfully



Paul Croft
Director
Ravenswood Developments Limited

■ **Attachment 2**

Table of Existing and
Proposed Land Use and
Zoning Scenarios

RAVENSWOOD COMMERCIAL AREA AND KEY ACTIVITY CENTRE

Existing and Proposed Land Use and Zoning Scenarios

Lot	Land Area (ha)	Existing Land Use ¹	Scenario 1 Current District Plan	Scenario 1 ²		Scenario 2 Proposed Rezoning	Scenario 2 ²		Key Activity Centre Land Area (ha)
				Core Retail GFA ³ (m ²)	Other Commercial GFA (m ²)		Core Retail GFA (m ²)	Other Commercial GFA (m ²)	
203	7.20	Vacant	Residential	Nil	Nil	Business 1	20173	8645	7.20
1 (DP 545570)	0.20	Vacant	Gull Consent	Nil	N/A	Business 2	Nil	N/A	-
2 (DP 545570)	0.36	Vacant	Business 2 zone purposes ⁴	Nil	1444	Business 2	1011	433	-
11	1.57	Vacant	Business 2 zone purposes ⁴	Nil	6263	Business 1	4384	1879	1.57
202	0.36	Vacant	Motel Consent ⁵	Nil	1444	Business 1	1011	433	0.36
9	0.44	BP	BP Consent	Nil	292	Business 2	Nil	292	-
10	0.31	McDonalds	McDonalds Consent	414	Nil	Business 2	414	Nil	-
201 ⁶	1.28	Vacant	Business 2	Nil	5115	Business 2	Nil	5115	-
2	1.16	Vacant	Supermarket Consent	3297	Nil	Business 1	3297	Nil	1.16
13 & 14	1.79	Vacant	Retail Consent	3705	Nil	Business 1	3705	Nil	1.79
15	0.47	Vacant	Business 2	Nil	1872	Business 1	1311	561	0.47
12	0.24	Vacant	Childcare Consent	Nil	600	Business 1	Nil	600	0.24
100 to 135	4.20	Bus. Subdivision under construction	Business 2	N/A	N/A	Business 2	N/A	N/A	-
Total Areas	19.58 ⁷			7416	17030		35306 ⁸	17958 ⁸	12.79

- As at 1 June 2020.
- The typical building footprint GFA for "Town Centre" activities is estimated at 40% of land area with the ratio of Core Retail GFA and Other Commercial GFA assumed at a 70/30 split of total footprint GFA.
- Consented (7416m²) and consentable (7717m²) Core Retail GFA under current District Plan (Scenario 1).
- The Computer Freehold Register for Lot 11 (from which Lots 1 and 2 DP 545570 have been since subdivided) confirms WDC acceptance in principle that this land can be used for Business 2 zone purposes, subject to the required resource consents being obtained. Haines Planning advises that Large Format Retail activity (occupying 40% of site area) is a consentable proposition under the current District Plan for "non-Town Centre" retail in the case of Business 2 zone land.
- The Motel consent (1006m² GFA) is treated as not being given effect to and reckoned as available for Core Retail and Other Commercial purposes.
- It is proposed that Lot 201 be used for Other Commercial activities, with Core Retail located principally within Lot 203 to deliver a compact town centre.
- It is proposed that the Key Activity Centre (KAC) comprise the Business 1 zone land in Scenario 2 totalling 12.8ha (excluding roads) in area. This compares with the KAC areas for Rangiora (29.9ha) and Kaiapoi (13.0ha) (both including public roads).
- Scenario 2 provides for 35306m² Core Retail GFA. Deducting the already consented Core Retail activities (7416m² GFA), the additional Core Retail GFA sought through the PPCR is **27890m²**. Other Commercial GFA is non-sensitive in terms of RMA-based retail distribution effects. The additional Core Retail GFA represents 34% of the District's total 81,650m² GFA growth provision (which includes the 15% NPS:UD competitiveness margin) projected to year 2043 by Insight Economics.

■ Attachment 3

Requested Changes to the
Waimakariri District Plan

Proposed changes are listed below as 1 – 32, using the District Plan format and font.

Additions to the Waimakariri District Plan text are underlined, deletions are in ~~striketrough~~. All changes are in red.

1. Under the Definitions section, amend the definition of Key Activity Centre as follows:

Key Activity Centres

~~Key Activity Centres~~ means commercial centres identified as focal points for employment, community activities, and the transport network; and which are suitable for more intensive mixed-use development. The location of the ~~Key Activity Centres~~ are Rangiora, ~~and~~ Kaiapoi and Ravenswood shown on District Plan Maps 181 and 158.

Reason for change: Definition reflects RPS directive to create new KAC at Ravenswood, new map to be created for insertion.

2. Under the Definitions section, amend the definition of Ravenswood as follows:

Ravenswood

~~Ravenswood~~ means the area zoned on the ~~North Woodend Ravenswood Outline Development Plan~~ shown on District Plan Map 158.

Reason for change: Definition reflects RPS directive to create new KAC at Ravenswood, new map to be created for insertion.

3. Under Chapter 3 Water, amend Issue 3.5 as follows:

Issue 3.5

Development ~~of the town~~ of Pegasus and ~~the community of~~ ~~Ravenswood~~ have the potential to adversely affect the quality and quantity of ground and surface waters in the vicinity, if the development and its servicing is not carefully managed.

Reason for change: Removes reference to Ravenswood as a 'community' to reflect the KAC objective and status.

4. Under Chapter 11 Utilities and Traffic Management, amend Policy 11.1.1.7 as follows:

Policy 11.1.1.7

In the case of the vehicles, cyclists and pedestrians associated with the development and occupation of Pegasus and Ravenswood:
to discourage the use of Gladstone Road as a major access ~~road~~ linking Pegasus and Woodend;

- a. to ensure that the design and development of the roading for Pegasus and Ravenswood facilitates the provision of an efficient and convenient public passenger transport system into, out of, and around the two localities;
- b. to design the residential neighbourhoods of Pegasus and Ravenswood in such a way that most of the residential allotments in the area are within convenient and safe walking distance ~~of to local services, amenities, and~~ a potential public passenger transport route;
- c. to ensure that at least two ~~road~~ accesses are provided linking Pegasus with State Highway 1, so that access in emergencies is assured;
- d. to ensure that the urban areas of Ravenswood are developed to promote the opportunity for convenient and safe access between State Highway No. 1 and the Woodend-Rangiora Road; and
- e. to ensure that the urban area of Ravenswood is designed to provide safe and convenient pedestrian and vehicle access between Ravenswood and Woodend township, away from the State Highway

Explanation

~~Road~~ access between Pegasus and State Highway 1 is to be by way of a newly created access ~~road~~ linking directly to the State Highway from the south-west sector of the town. There is the potential for increasing traffic volumes on State Highway 1 through Woodend to have adverse effects on the safety and efficiency of roads in the town and on the amenity values of the town. This is recognised as an existing problem, which will become more pronounced as population growth continues in the District. The development of Pegasus will accelerate the need to find a roading solution to these problems for Woodend. The viability of a State Highway bypass around Woodend has been investigated by the Council and **New Zealand Transport Agency**; with the Short Eastern Alignment confirmed and designated as an extension to the Christchurch Northern Motorway. The results of these investigations were reported in the Waimakariri District Transport Study—Final Report (September 2001). It is considered that, with increasing traffic volumes as a result of both natural increases in the traffic volumes on the State Highway, ~~and of~~ the development of Pegasus and Ravenswood, construction of such a bypass is likely to be justified within the next 10 years in the short term. The development of Pegasus and its access roads has been designed to facilitate a direct connection to such a bypass when it is constructed.

Other access roads to Pegasus are Gladstone and Preeces Roads. Neither of these roads are of sufficient standard to act as major access points to the town. Gladstone Road has formation and alignment limitations and passes through the residential areas of Woodend. Preeces Road is currently very narrow and its intersection with State Highway 1 has an unsatisfactory alignment for a major connection to a State Highway. These roads are not to be used as major access points to Pegasus, although connections with the town are designed such that these will be available for use as minor access roads and for use in emergencies.

Within the new town, roading is to be designed to provide safe and convenient access throughout the town, in particular linking the residential areas with the major facilities in the town, and to facilitate the provision and use of an efficient and convenient public passenger transport service. Walking and cycling linkages associated with the ~~road~~ network are also to be established throughout the town.

Within Ravenswood roading is designed to facilitate access between State Highway No. 1 and the Woodend Rangiora Road. This will act as a “splitter” road reducing vehicle movements through Woodend and improving access between Pegasus, Ravenswood and Rangiora. In addition the Ravenswood development has been designed to promote convenient and efficient access for all transport modes between Ravenswood and Woodend. The Ravenswood Town Centre connection with State Highway 1 will be upgraded, providing direct access to the Christchurch Northern Motorway.

Reason for change: Confirms NZTA having designated and acquired land in this area, with a proposed new highway alignment to connect Ravenswood directly to the proposed Christchurch Northern Motorway. Growth projections justify delivery of this public work in the short term.

5. Under Chapter 13 Resource Management Framework, amend Policy 13.1.1.1 as follows:

Policy 13.1.1.1

Management of natural and physical resources based on areas where there are differences in:

- a) the area’s relationships with Christchurch City;
- b) amenity values and environmental qualities;
- c) the area’s connection to, and dependence on, the national transport corridor;
- d) the area’s form and function;
- e) the area’s relationship with other areas within the District;
- f) community resource management expectations;
- g) actual and potential effects of subdivision, use and development; and
- h) historical and cultural associations with Maori Reserve 873.

Explanation

The Waimakariri District’s relationships with Christchurch City materially influence the way the District has developed, and consequently has had a significant impact on resource use within the District. Some aspects of the relationship are reflected in resource management consequences within the City. This policy acknowledges that relationship as a key to management responses.

The District is mostly within convenient commuting time of the City; 60% of the adult workforce are employed in Christchurch City. The District offers and has been subject to demand for residential and lifestyle choices not perceived to be available in the City. The District remains a significant primary producer which supports processing industries in the City.

Sustaining these relationships is dependent on continuing high levels of fossil fuel use. Resource management strategies will reassess these traditional patterns of resource use, and promote options to road/car dependencies. This policy does not seek continuation of patterns of unsustainable resource use. It highlights key elements where choices can be made to promote more sustainable options within different areas in the District.

There is significant potential for the District to be more self-sustaining for employment, social activities, recreation and business. Resource management responses appropriate within this policy should facilitate ways and means for the Waimakariri community to better sustain its own residents' and visitors' needs. There is a close relationship between the number of people living in the District's Rural Zones and the extent of the District's long term dependence on fossil fuels. The transport needs of people living in urban areas can be met more effectively by public transport, than the transport needs of people living in rural areas.

Within the District the three main towns or urban communities (Rangiora, Kaiapoi and ~~Woodend (Ravenswood – Pegasus)~~ the emerging Ravenswood (including Woodend-Pegasus)) fulfil roles and functions that tie them closely to the rural areas and to each other. Rangiora serves a North Canterbury catchment to a greater extent than Kaiapoi. ~~but all the Ravenswood is a modern, comprehensively planned town centre where development is not constrained by closely subdivided patterns of land ownership.~~ All three main towns provide to a varying extent for the various needs of both their own town communities, and those of surrounding rural areas. All three urban communities are in close proximity of each other providing for efficient public and private transport linkages. It also allows for the urban economic activities and amenities of the district to be planned and sustained across a larger population in terms of district wide economic and social self-sufficiency. This policy recognises these relationships and it reinforces the point that many links tie a small District together – the towns may be individually small in scale but together they perform a clearly defined role within the District. This policy is based on a community expectation that the management of resources within distinctive environments is necessary even at this scale to provide for the wellbeing, health and safety of the community, and to protect and enhance the natural and physical resources.

As a result of its research and community consultation the Council considers it is possible to identify areas of different amenity values, environmental qualities, form and function, resource management issues, community expectations, and environmental effects arising from the use, development and protection of resources. An efficient and effective way of promoting sustainable management of natural and physical resources can be based on these areas.

A zone based approach provides a technique familiar to the community within which "integrated management of the effects of the use, development and protection of land and associated natural and physical resources of the district" (section 31(a)) can be achieved. A framework of zones will reinforce the opportunities for appropriate management. The differences between zones can be reinforced within the framework by setting out different environmental standards and environmental outcomes for different areas of the District.

Two primary environments are recognised: rural and urban.

There are three zones for the rural ~~environment~~. The Rural Zone is the principal zone for the majority of the rural ~~environment~~ of the District. The Mapleham Rural 4B Zone recognises the development of a 70 hectare specific rural ~~environment~~ based on a Concept Plan (District Plan Map 147) as approved by a decision of the Environment Court (C9/2002). The Pegasus Rural Zone recognises the special characteristics of the rural areas surrounding Pegasus, in particular for

nature conservation and cultural heritage values in some areas and for treated wastewater disposal in others.

Within the urban environment 13 zones provide a resource management framework for sustaining different densities, standards, and urban form and function based on different types of subdivision, development and land use.

- a) **Residential 1** is found only in Kaiapoi and Rangiora. It creates the potential for a new form to the towns based on higher density housing in association with the town centres.
- b) **Residential 2** is typical of most Waimakariri urban areas being low density, detached dwelling living environments.
- c) **Residential 3** are areas of special character in the beach settlements and small rural towns.
- d) **Residential 4A and 4B** are very low density, detached dwelling living environments in a rural setting.
- e) **Residential 5** is a special amenity, low density living environment based on and around man-made lakes in a rural setting near Pineacres.
- f) **Residential 6 and 6A** covers the developing new towns ~~of at~~ Pegasus and ~~community of~~ Ravenswood and creates the potential for the development of an independent, integrated residential communities with a mixture of housing densities and associated commercial, recreational and community services.
- g) **Residential 7** covers an area in West Kaiapoi and provides for a mixed density residential development from high density apartment/townhouse style living to medium density detached dwellings with associated recreation and amenity reserves.
- h) **Business 1** covers the distinctive town centres; Woodend, Oxford, Rangiora, ~~and Kaiapoi and Ravenswood~~ Town Centres based on a wide range of business activities and public amenities.
- i) **Business 2** are areas of existing commercial and industrial activity in the District.
- j) **Business 3** provides for the Carter Holt Harvey MDF panel plant at Sefton.
- k) **Business 4** provides for a small existing area of retail and business activity that is located at the southwestern corner of Williams and Carew Streets in Kaiapoi, and the Lilybrook shops on the corner of Percival Street and Johns Road in Rangiora. This also provides for a small area of local community business activity within the West Kaiapoi Outline Development Plan and the Mandeville Road – Tram Road Mandeville North Outline Development Plan.
- l) **Business 5** is a defined area in Kaiapoi bound by State Highway 1, Smith Street and the Kaiapoi River that provides for trade supplier and large floor plate office activities.

Methods

Processes to Deal With Cross Boundary Issues 13.1.1.1.1

District Plan Rules 13.1.1.1.2

Zoning of distinctive areas.

Different activity and development standards for different zones.

Subdivision standards and classifications of activities reflecting environmental outcomes sought for each zone.

District Plan Policies 13.1.1.1.3

Setting out environmental qualities of zones.

Plan Change 13.1.1.1.4

Assessing extensions to, and new, zones in relation to environmental qualities identified as important.

Liaison 13.1.1.1.5

Meetings with agencies providing utilities and services.

Reason for change: Includes Ravenswood as one of the main towns in the District and as a key Business 1 Zone location.

6. Under Chapter 15 Urban Environment, amend Policy 15.1.1.1 and Guidelines 15.1.1.3.5 as follows:

Policy 15.1.1.1

Integrate new development, ~~subdivision~~, and activities into the urban environments in a way that maintains and enhances the form, function and ~~amenity values~~ of the urban areas.

Explanation

The urban ~~environment~~ covers all the settlements. This includes Rangiora, Kaiapoi, ~~Ravenswood~~, Oxford, ~~and~~ Woodend ~~and Pegasus~~ —~~Ravenswood~~, the beach settlements, ~~the new town of Pegasus~~ and small towns of Ashley, Sefton, Cust, Ohoka and Tuahiwi. The areas zoned as Rural-Residential in the Transitional District Plan are also considered to provide urban environments. These areas are valued as small residential areas in rural settings with the benefit of some urban standard services.

Urban form relates to the manner in which an urban area is arranged around natural features and how it has been shaped by choices in its servicing by roads, open space and other ~~infrastructure~~. Historical choices in the way an area develops commonly leaves legacies for present communities to benefit from, or with which to grapple.

Urban form has a major bearing on how successfully an urban area functions and contributes to its resident's social and economic wellbeing. The form and function of an urban area significantly affects its qualities reflected in its setting, character, and ~~amenity values~~.

The form and function of an urban area affects its ability to fulfil a full range of resident and visitor needs for living, work, economic, social, ~~recreation~~ and educational purposes. How well these needs are met depends in part on:

- a) accessibility to key locations such as the town centre, schools and ~~recreation~~ areas;
- b) the integration of new development into the rest of the urban area through roading layout and traffic management, walking networks, open space links, and the careful use of natural features;

- c) possible conflicts between new residential developments and existing uses nearby; and
- d) the efficient utilisation of infrastructure.

Consultation has indicated that the community values, as part of the form and function of the District's urban areas, the following:

- a) all settlements, including main towns, are small compared to Christchurch;
- b) rural setting – all urban areas are separated and surrounded by rural open space;
- c) dominant central community focal point and concentration of business activity in main towns;
- d) easy accessibility to locations within the urban area, to other urban areas within the District, and to Christchurch;
- e) mixed housing densities, with flexibility in some areas to provide for varied housing needs;
- f) absence of high-rise buildings;
- g) generous open space such as parks and reserves;
- h) no heavy industry;
- i) urban services such as reticulated or community sewerage and water, kerb and channelling footpaths and street lighting particularly in the main towns;
- j) a relatively quiet and safe environment when compared with a large metropolitan area; and
- k) cycleways

These characteristics provide high quality living and working areas.

This policy seeks to maintain and enhance the form and function of urban areas in order to promote sustainable management of natural and physical resources of the District's urban environment .

Policy 15.1.1.2

Within the urban environment subdivision, land use, development and protection should avoid, or mitigate adverse effects on:

- a) the rural setting of the District's towns and settlements;
- b) efficient and effective functioning of roads;
- c) ease and efficiency of access;
- d) urban water bodies, and downstream effects on rural water bodies;
- e) mixed density housing from low scale, low density to higher density levels in areas designed as a comprehensive development. This provides for flexibility in some areas allowing for varied housing needs;
- f) quiet and safe environments;
- g) cycleways; and
- h) the individual character of the settlement

Policy 15.1.1.3

Promote subdivision design and layout that maintains and enhances the different amenity values and qualities of the different urban environments by:

- a) providing links to public open spaces including walkways, cycleways and roads;

- b) ensuring ~~allotment~~ lay out maximises the amenity and sustainable energy benefits;
- c) enhancing the form and function of the surrounding ~~environment~~;
- d) providing efficient and effective transport networks including cycleways;
- e) integrating new developments with the rest of the urban area, where they adjoin existing urban areas; and
- f) avoiding or mitigating conflicts between the effects of different land uses, such as between residential and business activities.

Explanation

~~Subdivision~~ design plays an important role in the maintenance and enhancement of amenity values and environmental quality of the District.

Methods

District Plan Rules 15.1.1.3.1

Health, safety and wellbeing rules.

~~Floor area~~ threshold tests for the location of some retail activities.

On-site parking standards and provision for off-site or ~~shared parking~~.

~~Subdivision~~ rules.

Constraints on development rules.

Concept plans or outline development plans.

District Plan Zones 15.1.1.3.2

Distinguish different densities and character of development by lot size.

Provision of deferred zones, where required in urban growth areas.

Road Hierarchy 15.1.1.3.3

Maintenance of a safe, convenient ~~road~~ network that is managed in terms of a hierarchy which sets roles and functions for different roads.

Guidelines 15.1.1.3.5

Urban design, including Planning and Urban Design Forum.

~~Subdivision~~ design.

Design guidelines for the Business 1 Zones of Rangiora ~~and~~ Kaiapoi and design-related assessment criteria for Ravenswood.

For the purposes of the East Kaiapoi ~~Outline Development Plan~~ area, the Ruby Views Integrated Urban Design Report (December 2011). (Note this report has been incorporated into the District Plan by reference under Part 3, Schedule 1 of the **Resource Management Act 1991**)."

Reason for change: Includes Ravenswood as one of the settlements in the District, with development in Business 1 Zone land subject to design-related assessment criteria.

7. Under Chapter 15 Urban Environment, amend Objective 15.1.2 as follows:

Objective 15.1.2 Role of ~~Key Activity Centres~~

Recognise the role of the ~~Key Activity Centres~~ at Rangiora ~~and~~, Kaiapoi ~~and Ravenswood~~ as significant concentrations of business activities with key transport, cultural and community infrastructure in a way that:

- a) strengthens the Business 1 Zones of Rangiora ~~and~~, Kaiapoi, ~~and Ravenswood~~ as the primary employment, ~~retail~~ and civic destinations;
- b) identifies the role of local retail centres as providing convenience retail functions appropriate within the zone to which they are located;
- c) acknowledges the Business 1 Zones of Woodend, Pegasus and Oxford, that provide for a similar range of activities to the ~~Key Activity Centres~~ at a size sufficient to provide for the needs of those communities; and,
- d) provides for limited retail activities within Business 2 Zones that are supportive of the ~~Key Activity Centres~~.

Policy 15.1.2.1

Provide for activities within ~~Key Activity Centres~~ in a way that:

- a) achieves efficient utilisation and redevelopment of sites;
- b) considers integrated public transport linkages;
- c) allows for the efficient movement of pedestrians;
- d) avoids reverse sensitivity effects on existing ~~Key Activity Centre~~ activities; and
- e) anticipates appropriately located commercial tenancies that fulfil a retail anchor function.

Reason for change: Includes Ravenswood as a KAC that exists alongside the existing town centres.

8. Under Chapter 16 Business Zones, amend Environmental Results Expected preface as follows:

Business Zones

Environmental Results Expected

The following environmental results are expected from the implementation of the objectives, policies and methods of Chapter 16 Business Zones.

Business 1 Zone (Rangiora and Kaiapoi):

- a) Building position and orientation determined by its proximity to the ~~road frontage~~ and its relationship with ~~public open space~~.
- b) Location of car parking to the rear or side of a building or buildings and not adjacent to any ~~principal shopping street~~.
- c) Building design measured by façade modulation, building height and avoidance of blank walls.
- d) Town centre ~~public parking facilities~~ are located within convenient walking distance of main destinations.
- e) Pedestrian connectivity between buildings, sites, and ~~public open space~~, and including parking areas.

Business 1 Zone (Ravenswood):

- a) Building position and orientation determined by ensuring at least one pedestrian-oriented frontage separate from parking and loading areas.
- b) Building design measured by façade modulation and minimisation of blank walls.
- c) Safe and convenient pedestrian connectivity between buildings, sites, and public open space, including parking areas, for people of all ages and abilities.
- d) Establishment of at least 5984m² of prominent public open space(s) as a key element of the character and amenity of the new town centre.
- e) Building design positively contributes to the creation of a high quality urban environment that is visually appealing and vibrant.
- f) Linkages between open spaces suitable for all transport modes.
- g) Parking and loading facilities are located and designed in a manner that provides high levels of pedestrian connectivity between buildings, sites, and open space, and a high quality and safe pedestrian experience.

Business 1 Zone (Oxford):

- a) Location of car parking to the rear of a building or buildings for sites with road frontage identified by Figure 31.3.
- b) The size and scale of new buildings complement existing building.
- c) Buildings contribute to a quality streetscape and have active frontages.

Business 5 Zone:

- a) A range of trade supplier and large floorplate office activities.
- b) Other retail activities limited to those that support the functions served by trade supplier and large floorplate office activities, including food and beverage outlets; that do not have the potential to compromise the role and function of Kaiapoi ~~and~~, Rangiora, ~~and Ravenswood~~ town centres as the dominant location and focal point for business activity.
- c) A zone environment with large scale buildings providing for activities requiring large areas of floorspace, outdoor storage and parking/manoeuvring.
- d) Employment and retailing benefits to the District in a manner that is compatible with the form and function of other Business Zones.
- e) Efficient and effective connections to the strategic road network.
- f) Integration of public open spaces within and beyond the zone, including walkways, cycleways and reserves.
- g) Common parking areas serving compatible activities.

Reason for change: Provides distinct environmental results for Ravenswood as a Business 1 town centre.

9. Under Chapter 16 Business Zones, amend the Reason for Issue 16.1 as follows:

Issue 16.1

The potential reduction in the ability of the District's communities to efficiently and conveniently provide for their needs if the requirements of businesses, arising from changing business trends, cannot be met within the District.

Objective 16.1.1

Maintain different zone qualities which provide opportunities for a range of business development appropriate to the needs of the business community, residents and visitors while sustaining the form and function of the urban environments.

Policy 16.1.1.1

Recognise and provide for several Business Zones with different qualities and characteristics which meet the needs of people, businesses and community expectations while:

- a) providing for the needs of the business community, residents and visitors;
- b) sustaining the form, function and accessibility of the urban environments;
- c) enhancing the amenity and character of buildings and public open spaces within the town centres;
- d) facilitating private and public services, facilities and activities;
- e) avoiding loss of social, cultural, administrative, and business activities to elsewhere in the towns, the district or to Christchurch;
- f) ensuring an effective and efficient business sector by concentrating activity;
- g) avoiding or remedying any adverse environmental effects on surrounding Residential and Rural Zones; and
- h) ensuring the town centres remain and provide the dominant location and focal point for business, social, cultural, and administration activities.

Reason

The Business 1 Zone covers the Rangiora, Kaiapoi, ~~Oxford, Woodend, Pegasus and Ravenswood~~ town centres and defines these as the key activity centres for business, social, community, cultural and administration activity for those towns. The Policy requires that they remain the dominant location and focal point for these activities. The Business 1 Zone also covers the smaller town centres of Oxford, Woodend and Pegasus.

The Business 1 Zone is ~~also~~ a significant community resource reflected in its day-to-day use by the community. These activities require a quality, functional, well designed environment to help ensure the on-going sustainability and vitality of the town centres.

The Business 2 Zone covers those industrial and commercial areas which are characterised by large-scale buildings, low density of development and industrial type activities. These areas range from the pockets of business activity such as in Newnham Street in Rangiora, or the Kaiapoi Mill, to larger industrial enterprises such as sawmills and engineering works at Ohoka Road, or mixed commercial and industrial activities at Southbrook and Ravenswood.

Activity and development standards for the Business 2 Zone reflect the predominantly industrial environments and outcomes which exist and are enabled in the future. While it is generally inappropriate for the purposes of the Resource Management Act 1991, to distinguish between different types of activity in any zone, performance standards in the Business 2 Zone seek to discourage those activities which may potentially give rise to significant pedestrian movements between land uses and for which the roading layouts and environments in this zone are unsuited.

Retailing in the Business 2 Zone is intended to cater for such activities with potential environmental effects unsuited to a town centre location, or which are conducted in conjunction with a primary activity. New development which contains retailing will be assessed to ensure that significant adverse effects on the town centres are avoided, remedied or mitigated. The District Plan's provisions are not intended to stifle economic growth, prevent trade competition, or to promote the use and development of poorly located, managed or designed commercial or industrial activities by restricting new activities elsewhere. Such an outcome as this could reduce community choice, convenience and the range of locally available services and facilities.

The Business 3 Zone recognises a unique environment in one ownership near Sefton where an integrated timber-based industry operates with site-specific environmental effects.

The Business 4 Zone provides for activities existing at 20 June 1998, and limited future expansion of retail and business activities with similar effects on the southwestern corner of Williams and Carew Streets in Kaiapoi (District Plan Maps 104 and 105), and the Lilybrook Shops on the corner of Percival Street and Johns Road, Rangiora (District Plan Maps 113 and 117). This zoning recognises the commercial zoning that these sites enjoyed under the Transitional District Plan. The Business 4 Zone also provides for a local community business zone at West Kaiapoi (District Plan Map 104) and within the Mandeville North settlement (District Plan Map 182).

The Kaiapoi Business 5 Zone provides for trade supplier and large floorplate office activities in a distinct area at Kaiapoi bound by State Highway 1, Smith Street and the Kaiapoi River. The zoning recognises the unique locational characteristics of the area, opportunities for enhanced connectivity with road, pedestrian, cycle and reserve networks, and suitability for the development of space extensive activities not easily located within the Kaiapoi Town Centre.

The Business 1 Zones at ~~Pegasus and Ravenswood~~ enables the development of a modern convenient and attractive commercial and community centres for the newly developing town of Pegasus and community of Ravenswood. vibrant Key Activity Centre whose urban form complements the older finer grain character centres of Rangiora and Kaiapoi.

The area of ~~the "Town Centre"~~ Business 1 Zone in Pegasus is limited in size to encourage the grouping of community buildings, local shops and other commercial activities within a compact and identifiable centre, providing the social and business focus for this town.

~~The area of Business 1 Zone at Ravenswood is limited in size and intended to provide a focus for local shopping and community activities.~~ The Business 2 Zone at Ravenswood will provide the opportunity for more substantial business and employment activities to increase the economic self-sufficiency of the District.

CROSS REFERENCE: Policies 12.1.1.1, 12.1.1.4, Policies 16.1.1.3 to 16.1.1.11

Reason for change: Confirms Business 1 Zone as the key implementation tool of Key Activity Centres alongside providing for local business in smaller towns. Differentiates Ravenswood from Rangiora and Kaiapoi on character grounds.

10. Under Chapter 16 Business Zones, amend Issue 16.1 Methods as follows:

Methods

District Plan Zones 16.1.1.1.1

Zoning of Business 1, 2, 3 and 4 and the identification, on the Outline Development Plan for Pegasus, of a "Town Centre," ~~and at Ravenswood of a small local village centre.~~

Zoning of a defined area in Kaiapoi as Business 5 for trade supplier and large floorplate office activities.

District Plan Rules 16.1.1.1.2

Retailing over a certain scale, outside the Rangiora, Kaiapoi, Woodend, Ravenswood, Pegasus and Oxford town centres, and the Business 4 Zone, is discretionary. Consideration is given to the scale and types of activity which might otherwise have potential environmental effects unsuited to town centres.

Trade supplier and large floorplate office activities are provided for in the Kaiapoi Business 5 Zone.

Activity and development standards to enable environmental outcomes appropriate to each zone.

Town Centre Development Strategy 16.1.1.1.3

Adopted Rangiora Town Centre Strategy and Kaiapoi Town Centre Plan which set out a number of strategic directions for the future development and management of the Rangiora and Kaiapoi town centres (Business 1 Zone).

Development of the Ravenswood Town Centre (Business 1 Zone) in accordance with the Ravenswood design-related assessment criteria in Rule 31.23.4.

Asset Management Plans 16.1.1.1.4

Forward plan of services, including standards of servicing.

Facilitation 16.1.1.1.5

The Council will consider taking a facilitatory role by purchasing strategic sites to promote the co-ordinated development of the town centres.

District Promotion Policy 16.1.1.1.6

Promote the District's towns as locations for visiting, shopping and business activities.

Rating 16.1.1.1.7

The Council will consider special rating areas to fund specific amenity enhancements, and high quality maintenance levels.

Policy 16.1.1.2

Encourage the establishment of business activities that avoid adverse effects on the function and viability of Key Activity Centres taking into account:

- a) the ability to accommodate the activity within Key Activity Centres;
- b) the potential for significant distributional effects; and
- c) any urban form and transport network effects.

Reason for change: Removes reference to Ravenswood as a 'small local village centre' and provides for its development as a Town centre, subject to design-related assessment criteria.

11. Under Chapter 16 Business Zones, amend Policy 16.1.1.3 as follows:

Policy 16.1.1.3

Provide for development and activities within the Business 1 Zones of Kaiapoi, Rangiora, Ravenswood Pegasus and Woodend where the following characteristics of the Zone are observed:

Location	<ul style="list-style-type: none"> - Defines the town centres of Kaiapoi, Rangiora, <u>Ravenswood Pegasus</u> and Woodend - Redevelopment and intensification opportunities within Kaiapoi, Rangiora and Woodend - Compact, including medium to high building density
Pedestrian focus on main shopping streets	<ul style="list-style-type: none"> - Interconnected network of public car parking, pedestrian areas, lanes and footpaths - Public open spaces - High level of safety, taking into account Crime Prevention Through Environmental Design (CPTED) principles - Buildings and businesses directly accessed from the street, lanes and public spaces - Verandahs and covered shopping areas
Vehicle focus	<ul style="list-style-type: none"> - Provision for car parking, private and public - Interconnected network of roads, car parking, pedestrian areas, footpaths, lanes and public spaces - Public off-street parking - Little on-site parking (<u>except at Ravenswood</u>)
Amenities	<ul style="list-style-type: none"> - Landscaping, plantings and public open spaces - Street and pedestrian treatments, including street furniture

	<ul style="list-style-type: none"> - Lighting, taking into account Crime Prevention Through Environmental Design (CPTED) principles - Minimal odour - Low level noise - Signage mostly small scale - Public facilities - <u>At least 5984m2 of prominent public open space(s) at Ravenswood being a key element of the character and amenity of the new town centre</u> - <u>Linkages between open spaces</u>
Parking	<ul style="list-style-type: none"> - Public off-street parking - Limited private off-street parking for sites without frontage to a principal shopping street <u>(not applicable at Ravenswood)</u> - Limited duration on-street parking - <u>Public parking</u> pedestrian connections with footpaths, lanes and public spaces - Cycle parking - Access to loading facilities
Built environment and built form	<ul style="list-style-type: none"> - Defined building heights, predominantly two storey - Absence of setbacks on identified streets and limited setbacks on other streets - Mostly continuous business display frontages on primary shopping streets - High intensity of use from the street <u>or public open space</u> side - Historic buildings and settings defined by <u>heritage values</u> within Kaiapoi, Rangiora and Woodend - Mostly older buildings on main shopping streets, with the exception of <u>Ravenswood and</u> Pegasus - New buildings sympathetic to existing built form and building styles

	<ul style="list-style-type: none"> - <u>Layout and design of Ravenswood defined by marker buildings and attractive public spaces</u> - Functional and adaptable buildings developed individually or as part of a comprehensive business development - In <u>Ravenswood Pegasus</u> new buildings and development within a defined commercial area - In the commercial centre of Pegasus, no building <u>setback</u>, with development required to be along the full street <u>frontage</u> with verandahs - In the outer commercial area of Pegasus, building <u>setback</u> is required - <u>Dwellinghouse</u> development within Kaiapoi, Rangiora <u>Ravenswood</u>, and Woodend located only at upper floor levels
Distribution of floorspace	<ul style="list-style-type: none"> - Largest total area of retail, <u>office</u>, administrative floorspace in each town
Function	<ul style="list-style-type: none"> - Community focal point for - government services - professional services - <u>office/finance</u> - retail - emergency services - household services - an area with safe, convenient, pleasant, attractive environments where people can enjoy extended visits to gather, socialise, and do business

Reason

The Business 1 Zones are located within the centre of the District's main towns and provide the dominant focal point for the business sector for the towns and their surrounding areas including the Rural Zones. The dominant activities that occur in the town centres are business, retail, administrative, recreational, entertainment and service orientated. The amenity, environmental quality and built form of the town centres arises from the appropriate management of buildings and public spaces, including the transport network as well as the mix of activities that locate there. Policies 16.1.1.3 and 16.1.1.4 recognises and provides for the role of the town centre as the focal point for the community and seeks to ensure town centre amenity, built

form design and environmental standards that are compatible with business, retail, and service activities while at the same time providing a pleasant, attractive, and safe environment for the community.

CROSS REFERENCE: Policies 12.1.1.1 and 12.1.1.4, 15.1.1.1 and 15.1.1.3."

Reason for change: Adds Ravenswood as a Business 1 Zone centre whose development is subject to design-related assessment criteria.

12. Under Chapter 16 Business Zones, amend Section 16.1.1.4.1 as follows:

District Plan Zones 16.1.1.4.1

Business Zones ~~and the "Town Centre" at Pegasus~~ which distinguish the nature and scale of effects from activities within and between the zones.

District Plan Rules 16.1.1.4.2

Controls on retail activity outside Business 1 Zones ~~and the "Town Centre" at Pegasus~~.

Standards for pedestrian facilities and built form on nominated frontages.

Town Centre Development Strategy 16.1.1.4.3

Adopted Rangiora Town Centre Strategy, Oxford Town Centre Strategy and Kaiapoi Town Centre Plan which set out a number of strategic directions for the future development and management of the Rangiora, Oxford and Kaiapoi town centres. Ravenswood Town Centre, subject to Ravenswood design-related principles and assessment matters for Business 1 Zone land.

Design Review 16.1.1.4.5

Design guidelines for the Business 1 Zones of Rangiora and Kaiapoi, and the Ravenswood Business 1 Zone design-related principles and assessment matters.

Reason for change: Development of Ravenswood town centre is subject to design-related assessment criteria.

13. Under Chapter 16 Business Zones, amend Policy 16.1.1.9 as follows:

Policy 16.1.1.9

Provide for trade supplier and large floor plate ~~office~~ business activities in the Kaiapoi Business 5 Zone in a way that:

- a) achieves integrated and comprehensive development;
 - b) limits ancillary retail activities and food and beverage outlets;
 - c) avoids establishment of, and the ability to establish, retail activities with a character and function provided for or anticipated by the Business 1 and 4 Zones;
-
- a) provides links to public open spaces including walkways, cycleways and roads
 - b) avoids or mitigates adverse effects on:
 - the safety, capacity and efficiency of the ~~road~~ hierarchy, including the ~~State Highway~~ network;

- recreational and ecological linkages; and
- the amenity of the adjoining Rural and Residential Zones.
- c) achieves high standards of visual amenity;
- d) avoids attracting bird species which constitute a hazard to aircraft; and
- e) the following characteristics of the Kaiapoi Business 5 Zone are observed:
 - i. location
 - physically contained by the strategic/arterial road network and the Kaiapoi River
 - adjacent to pedestrian and cycle linkages associated with public reserves and the Kaiapoi River
 - at the urban boundary
 - acts as a western gateway to Kaiapoi
 - ii. amenities
 - landscaping – high standard along road and zone boundaries and within open-air parking areas
 - public pedestrian connections and spaces
 - stormwater management contributing to visual amenity
 - lighting in accordance with **Crime Prevention Through Environmental Design (CPTED)** principles
 - signage – of a scale compatible with built form
 - dominated by large building footprints and outdoor storage areas
 - ambient noise level influenced by strategic road network
 - iii. built environment and built form
 - buildings that may be visually dominant
 - purpose built for business activities
 - areas of car parking, landscaping and open space, including stormwater management and public reserves
 - iv. transport
 - close proximity and safe and efficient access to strategic road network
 - parking – off street, including communal parking areas
 - good accessibility from Kaiapoi, Ravenswood and Rangiora
 - limited and defined entry and exit points
 - v. distribution of floorspace
 - dominated by trade supplier and large floor plate office activities
 - limited food and beverage outlets
 - extent of floorspace governed by structure controls, car parking, landscaping, infrastructure and amenity requirements
 - vi. function
 - retail activity limited to that which reinforces the strategic objectives and policies of the District in respect of the distribution of business activity.
 - trade supplier and large floor plate office activities that, because of the function and scale, are not readily or appropriately located in the Kaiapoi town centre.
 - an area with moderate to high amenity given its function, location, taking into account the overall layout and position and external appearance of buildings, car parking, traffic movements, open space, and perimeter treatments.

Reason for change: Replaces Woodend with Ravenswood as an accessible main centre.

14. Under Chapter 16 Business Zones, amend Section 16.1.4 as follows:

Principal Reasons For Adopting Objectives, Policies and Methods 16.1.4

Recognising a need for, and providing, a framework of Business Zones is necessary to enable the development of locations for activities within which different activity and development standards can constrain adverse effects. This framework is also a necessary and appropriate technique for promoting positive effects and benefits for activities that wish to exercise location choices based on environmental qualities.

Specifying the characteristics of the different zones provides certainty about expected environmental outcomes based on a past pattern of development. It is a device for relating resource use choices to locational outcomes without adversely affecting the present urban fabric, and form of the urban areas. In that way, it promotes efficiencies in resource use whereby past investments with an economic life are continued to be used in an efficient way.

The compact nature of the Business 1 Zones provides significant options for enhancing and expanding the intensity and range of activity within the whole zone. Enabling sustainable business, social and community use and development in these centres will enable the efficient utilisation of the considerable public investment in both infrastructure and services. It will reinforce the roles of the town centres as strong physical focal points within the District. There is an opportunity to reverse the trend towards loss of commercial, social and employment activities from the District to Christchurch and the Business Zones can play an important part in achieving this.

Benefits to residents and visitors will arise from appropriate siting of businesses where they are linked within the zone to the traditional shopping streets such as High or Williams Streets. Promoting a co-ordinated and integrated Business 1 layout will create efficiencies in use of land; a zone that is convenient and safe for pedestrian activity, and that enables sufficient provision of public amenities and open spaces, will sustain the role of the Business 1 Zone as a dominant community focal point.

The Business 1 Zone ~~in the newly developing town of Pegasus for Ravenswood~~ provides ~~the opportunity for the development of a small local business and community centre within that town. The town has the ability to grow to sufficient size to support a range of commercial and community activities and facilities. The identification of a town centre at an early stage in the development of the town is necessary to enable the development of an integrated community which is not completely dependent on business areas outside of the town for social and business services and facilities. The small Business 1 Zone at Ravenswood will fulfil a similar function. for development of a new town centre and the district's third Key Activity Centre. Located immediately next to State Highway 1 and well connected to the proposed Northern Motorway for Christchurch, the town centre has the ability to grow to a sustainable size, thereby providing an opportunity for the District to reverse some of the identified loss of commercial, social, and employment activities to Christchurch. Ravenswood town centre occupies flat land well served by infrastructure and comprising large parcels of land. Its urban form with expansive~~

land parcels complements the older character centres of Rangiora and Kaiapoi, with their closely subdivided land use patterns while delivering a comprehensively planned centre whose development is integrated through the Ravenswood Business 1 Zone design-related assessment criteria.

The demand for additional Business 2 Zoned land is less apparent. In all towns much of the land zoned for commercial and industrial activity before notification of this District Plan was poorly utilised, at low densities of development, and with considerable spare capacity for its use.

The Business 2 Zones are not all compact. Development proposals in these zones will need to consider opportunities that will confer benefits of convenience and efficiency. In some cases the location of sites alongside strategic and arterial roads may be an advantage for locating vehicle orientated large developments. The Business 2 Zone at Ravenswood is compact and has been located alongside the strategic road network to cater for larger business developments and will complement the ~~smaller business~~ Business 1 zones provided at Woodend, Pegasus and Ravenswood.

Where a Business 2 Zone adjoins or is near to a Residential or Rural Zone, then the effects of the activities in the Business 2 Zone should be controlled so that the environmental standards of the residential and rural land uses are not adversely affected. Effects of signage and noise are not generally confined to within the Business Zone boundary.

The Business 4 Zone enables site-specific areas of existing retail and business activity located outside of the Kaiapoi and Rangiora town centres. The effects of activities are known for those already developed, including those impacting on adjoining residential areas. Activity and development standards constrain the scale and nature of possible future effects. A specific policy and rule framework exists for the Business 4 Zone in West Kaiapoi and the Business 4 Zone in Mandeville North to ensure suitable scale and characteristics of any development within the zone and with regard to Mandeville North to recognise community desires.

The Kaiapoi Business 5 Zone enables trade supplier and large floor plate office activities located on the urban edge of Kaiapoi within a defined site that exhibits characteristics suitable for the establishment of such activities. The effects of large format developments are well known, where located outside of the District. It is necessary for the location of the Kaiapoi Business 5 Zone and the controls placed on that Zone to control these effects to ensure other zones ~~and~~, land uses and the role of Key Activity Centres are not adversely affected.

Reason for change: Identifies Ravenswood as having unique development characteristics such as the flat, serviced land with large parcels which will allow activities and an urban form complementary in nature to the other Key Activity Centres. Those activities are also suited and will benefit from the relative accessibility and State Highway context Ravenswood Key Activity Centre, which is expected to grow in a manner that contributes to the sustainable management of the District.

15. Under Section 17 Residential Zones, amend Issue 17.1 as follows:

Policy 17.1.1.2

Recognise and provide for differences between Residential Zones reflecting the community's expectations that a range of living environments will be maintained and enhanced.

Explanation

The Residential 1 Zone is the highest density living environment in the District. The zone surrounds the town centres of Rangiora and Kaiapoi. Residential 1 Zone provides an opportunity for higher density living within walking distance of town centre facilities and reinforces the dominant community focal point role of these towns. The zone is sensitive to adverse effects that may spill over from the adjacent Business 1 Zone.

The Residential 2 Zone occupies most of the living environment in the District's towns. It is characterised by the single storey detached dwelling, surrounded by lawns and gardens. The streets are open and spacious and generally carry only local traffic. The Residential 2 Zone is sensitive to adverse effects that may spill over from adjacent zones, especially the Business and Rural Zones.

The Residential 3 Zone reflects the view of the community that the beach settlements and small rural towns are different in character from the four main towns in the District. These differences largely stem either from their origins as holiday settlements, their small size, and low density of building. Servicing constraints such as at Allin Drive/Queens Avenue, Waikuku Beach which limit subdivision potential have the effect of maintaining the particular character of some settlements and towns.

The Residential 4 Zones are based on the former "Rural-Residential Zone". The zones provide a living environment within the rural area. The nature of these zones has increasingly taken on urban characteristics. People value them as very low density residential sites in a rural setting. Increasingly it is expected that servicing standards will mirror urban rather than rural settings. The difference between the 4A Zone and 4B Zone relates to lot sizes. New 4A and 4B Zones can only be created by plan change. The 4B Zones are the original Rural-Residential Zones created under the Transitional District Plans based on limited public servicing and one hectare average lot sizes.

The Residential 5 Zone provides for a special quality residential environment focused around man-made water bodies. It is a zone that has restrictive controls in place in recognition of the qualities of the environment including habitat and wildlife values of those water bodies. It is a location where extensive landscaping and amenity plantings are required. The Residential 5 Zone is a unique zone within the District. A particular character and level of amenity will be created within this zone.

The Residential 6 and 6A Zones provide for the residential development at Pegasus ~~new town~~ to the east of State Highway 1, north-east of Woodend and Ravenswood, north of Woodend. It is anticipated that the zones will enable a variety of housing environments of differing densities, from single storey detached dwellings on spacious sections to higher density living within close proximity to the community and commercial facilities in Pegasus and Ravenswood. Pegasus has the potential, when fully developed, to accommodate a population of approximately 5000 people in a comprehensively designed community which reflects the nature conservation and

cultural heritage values of its surrounding environment. The town is designed around a town centre, recreation and community facilities, which will provide an urban focus for the town, with attractive, safe and efficient links to the residential neighbourhoods. Ravenswood is an emergent town centre and, as a Key Activity Centre, which provides for the commercial, social and employment activities of the wider area.

The Residential 7 Zone provides for mixed residential development at West Kaiapoi. The zone provides three levels of densities ranging from 200m² to 540m² minimum averages. These higher densities are supported by a network of open space and reserves, including enhancement of existing linkages and construction of new linkages along and across the Kaiapoi River. The need for this higher level of density has arisen from the red zoning of properties in Kaiapoi following the Canterbury earthquakes of 2010/2011. A consistent message that has come from the Council's consultation exercises with the community is a call for orderly change. There is a desire to retain the fundamental elements that give the Residential Zones their characters. The community's interest lay in managing the rate of change, not stopping nor prescribing acceptable change. It accepted that it was not possible to anticipate and therefore plan for likely futures. Management of Residential Zones should not be directed at retaining any particular known residential landscape. The management should ensure the retention of those Residential Zone characteristics set out in Table 17.1, and in Policy 17.1.1.3 for the Residential 7 Zone.

Reason for change: Acknowledges Ravenswood as a town centre and Key Activity Centre.

16. Under Chapter 18 Constraints on Development and Subdivision, amend Policy 18.1.1.1 as follows:

Policy 18.1.1.1

Growth and development proposals should provide an assessment of how:

- the use, development, or protection of natural and physical resources affected by the proposal will be managed in a sustainable and integrated way; and
- the adverse effects on those resources and the existing community will be avoided, remedied, or mitigated.

In particular, proposals should not be inconsistent with other objectives and policies in the District Plan, and show how and the extent to which they will:

- a) protect areas of significant indigenous vegetation and habitats of indigenous fauna including vegetation and habitat sites listed in Appendix 25.1;
- b) protect the outstanding landscape area as defined in the District Plan Maps;
- c) avoid or mitigate natural hazards including:
 - flooding as defined in the District Plan Maps,
 - flooding from the Waimakariri or Ashley/Rakahuri Rivers,
 - seismic conditions including the potential for liquefaction and amplification effects,
 - damage from the sea, including erosion, storm and tsunami, and
 - land instability;
- d) protect the life supporting capacity of soils;

- e) maintain and enhance the environmental characteristics of adjoining zones, and the ~~environment~~ of the zone within which the proposal is located, as set out in Policies 14.1.1.2, 14.1.1.3, 14.1.2.1, 15.1.1.1, 16.1.1.1, 16.1.1.3, 16.1.1.4, 16.1.1.5, 16.1.1.6 16.1.1.8, 16.1.1.9, 17.1.1.2, 17.1.1.3 and 17.1.1. 5;
- f) retain the rural ~~environment~~ between Residential 4A and 4B Zones, between the Rangiora, Kaiapoi, Woodend, Pegasus and Oxford urban areas, and other Residential 3 Zones; between any rural intensive development opportunities and villages within Maori Reserve 873; and between Kaiapoi and the Christchurch City boundary;
- g) provide access to and along rivers, open spaces and reserves;
- h) maintain and enhance the form and function of the District's towns;
- i) avoid or mitigate significant adverse effects on the form and function of the Business 1 Zones including its role as a dominant community focal point within the ~~four~~ District's main towns;
- j) avoid noise sensitive activities within the 50 dBA Ldn airport noise contour for Christchurch International Airport as defined in this Plan, with the exception of those areas within Kaiapoi defined in Chapter 6 of the ~~Canterbury Regional Council~~ **Canterbury Regional** Regional Policy Statement;
- k) provide ~~infrastructure~~ for services and roading in a manner consistent with this District Plan;
- l) ensure the efficient and effective integration of any new ~~infrastructure~~ into the existing network, or ensure the efficient and effective ongoing working of a stand-alone system;
- m) avoid or mitigate potential adverse effects from sites and facilities using, storing, and/or disposing of hazardous substances;
- n) protect groundwater quality and quantity;
- o) protect surface ~~water~~ quality and quantity;
- p) protect wahi taonga;
- q) avoid adverse effects on heritage sites and protect those sites listed in Appendix 28.1;
- r) avoid adverse effects on significant plants and protect those notable plants listed in Appendix 29.1;
- s) avoid adverse effects on the Business 3 Zone;
- t) provide for efficiency in energy use;
- u) enable local communities to be more self-sustaining;
- v) affect the demand for transport;
- w) provide choice in transport mode, particularly modes with low adverse environmental effects;
- x) avoid or mitigate for adverse impacts on the habitat of trout and salmon; and
- y) recognises the historical and cultural associations of Ngai Tuahuriri with the land in Maori Reserve 873 to provide for residential development opportunities for the original grantees and their descendants.

Reason for change: Refers to District's main towns instead of specifying four.

17. Under Chapter 18 Constraints on Development and Subdivision, add Policy 18.1.1.12 as follows:

Policy 18.1.1.12

Provide for the development of a new town centre at Ravenswood based on the following principles:

- a) The development at Ravenswood shall provide a focal point for the community incorporating a range of activities set within the broader rural landscape of the Canterbury Plains, serving as a retail and commercial gateway for people accessing the District from State Highway 1.
- b) The development of Ravenswood shall be of a scale and design that is safe and accessible for people in their day-to-day needs.
- c) The design, layout and development of Ravenswood shall integrate with the State Highway 1 corridor and the surrounding land uses, particularly rural and open space reserves.
- d) The creation of a logical and highly connected network of well-designed streets and spaces that provide high levels of access, are responsive to surrounding activities, and contribute to the character and amenity of the town centre.
- e) Attractive streetscapes which reinforce the functions of streets and enhance the amenity and accessibility of the new town centre.
- f) Emphasis on creating a vibrant centre for business and social activity through the appropriate location of buildings that provide an attractive and engaging public interface with streets and open spaces.
- g) Parking is provided where this is accessible to buildings and separated from pedestrian areas and open spaces to reinforce the town centre as a destination for commerce and community.
- h) Development of the town as a compact, cohesive urban community, which is integrated with surrounding land uses and adjoining residential areas.
- i) The establishment of a wide range of business activities within the town, including employment and commercial opportunities, in order to encourage people from around the District to work within the town centre.
- j) Establishment of a unique sense of identity within the town centre through identifiable streets and open spaces with building frontages and marker buildings that reinforce the town centre function.
- k) Development of the town results in the provision of a network of walkways and cycleways as follows:
 - i. within the lots with retail activities;
 - ii. between retail developments along Bob Robertson Drive;
 - iii. linking the Business Zone land to the Taranaki Stream;
 - iv. linking the residential neighbourhoods of Ravenswood and Woodend to the town centre; and
 - v. providing an edge to the Taranaki Stream.

Explanation

The rapidly increasing population in the District results in a need for a new town centre as a place of commerce and community, creating opportunities for business and employment required by a growing population. This is also stipulated at the regional level with the requirement of a Key Activity Centre in this location. The areas of the Business 1 Zone have the capacity to provide for growth without conflicting with the sustainable management purpose of this District Plan. The District Plan recognises the changed resource management expectations that the community holds for this area and the changes in amenity values and environmental qualities that will result from urban uses and development. The District Plan encourages the full and comprehensive development of this new urban area to accommodate the expanding economic needs of the District.

The District Plan provides for the town of Ravenswood to develop as an important economic centre and community focus within the District. This is based on the following factors:

- Ravenswood is well situated with regard to access to State Highway 1 and to the location of other centres of settlement (such as Woodend, Rangiora, Kaiapoi and Pegasus) to provide for some of the substantial population growth anticipated in the District over the next 20 years;
- the land available for the development of the town is of sufficient size to enable the efficient and cost-effective provision of utilities, social services and facilities, in a way that avoids adverse effects on the health, safety and quality of the surrounding communities; and
- the development of a new town centre at Ravenswood will assist in providing economic opportunities in the District that match the growing population of the District and reduce dependence on Christchurch for retail, commerce, and employment needs.

The nature and extent of urban development at Ravenswood town centre has been determined by five main factors:

- the large parcels of land which enable a masterplanned approach to development;
- the location between the growing communities of Ravenswood, Pegasus, and Woodend and its proximity to State Highway 1;
- the qualities and character of the landscape values of the site and rural surrounds;
- the desire to create a modern centre of commerce and community with a strong sense of identity and character;
- the opportunity to create an environment for economic activities yet to establish in the District.

The above policy governing the nature and extent of urban development at Ravenswood has been based on these factors.

Methods

District Plan Zoning 18.1.1.12.1

Provide Business 1 and 2 Zones within the Ravenswood Town Centre by inclusion in the District Plan Maps.

District Plan Rules 18.1.1.12.2

Standards for subdivision.

Standards for site development and land uses.

Design-related assessment criteria to manage the scale and location of urban development within the town.

Requirements relating to the layout and development of land uses, roads, reserves, community facilities and town centre, based on an Outline Development Plan for the town.

Engineering Code of Practice 18.1.1.12.3

A set of engineering standards developed by the Waimakariri District Council for roads, domestic water supply and sewerage.

Financial and Development Contributions 18.1.1.12.4

Rules requiring money or land for purposes set out in Chapter 20: Financial Contributions and Chapter 34: Financial Contributions – Rules or in Waimakariri District Council’s Development Contribution Policy.

Liaison with Developers 18.1.1.12.5

To liaise with the developers of Ravenswood regarding the long-term ownership and management of the utility services, reserves, community facilities and conservation areas within the town.

Liaison and Consultation 18.1.1.12.6

With the developers of Ravenswood, Ngai Tahu and Ngai Tuahuriri, community groups, government agencies and environmental groups about potential enhancement works and community initiatives associated with the development of Ravenswood.

Reason for change: New policy to outline the rationale and factors that require a new town centre at Ravenswood and the methodology of rules and design criteria to manage this growth. The policy recognises the town centre as being required to keep up with population growth in the District and the economic opportunities this brings, the stipulation in the RPS for a Key Activity Centre, and the framework of rules and design criteria that foster a sense of community as the town centre develops.

18. Under Chapter 18 Constraints on Development and Subdivision, amend Section 18.1.2 as follows:

Principal Reasons For Adopting Objectives, Policies and Methods 18.1.2

The Council has a function under the **Resource Management Act 1991** to prepare resource management proposals to “...achieve integrated management of the effects of the use, development, or protection of land and associated natural and physical resources of the district” (section 31(a)). As well, the Council has the function to “...control any actual or potential effects of the use, development, or protection of land” (section 31(b)). These functions can be carried out to give effect to promoting sustainable management of resources, subject to addressing both matters of national importance and other matters set out in sections 6, 7 and 8 of the **Resource Management Act 1991**.

For the Council, these responsibilities are to be carried out in a district undergoing significant growth and development. The rate and nature of change brings particular focus to parts of the Regional Policy Statement in relation to the District.

Notably, the Regional Policy Statement identifies three Key Activity Centres within the District, these being Rangiora, Kaiapoi and Woodend-Pegasus (renamed as Ravenswood) as directed by Policy 6.3.1 Development within the Greater Christchurch area. In particular, clauses 1, 2, and 7 state as follows:

- (1) give effect to the urban form identified in Map A, which identifies the location and extent of development that will support recovery, rebuilding and planning for future growth and infrastructure delivery;

- (2) give effect to the urban form identified in Map A (page 6-27) by identifying the location and extent of the Key Activity Centres;
- (7) avoid development that adversely affects the function and viability of, or public investment in, the Central City and Key Activity Centres.

Under s73(4) of the **Resource Management Act 1991** the District Plan must give effect to the Regional Policy Statement and this is reflected by the Key Activity Centre notations and the extent of Business 1 Zone land in Rangiora, Kaiapoi, and Ravenswood.

The Regional Policy Statement also requires District Councils in the preparation of plans to consider making provision for certain regional issues. Issues and outcomes sought at the regional level relevant to this District's growth are particularly related to water, settlement, energy, transport and natural hazards.

This chapter of the District Plan seeks to address some of these regional issues. It also sets out the local circumstances which the community and Council believe should limit choices for future growth and development, particularly in relation to existing settlements.

Over the last 10 years the District has been subject to significant growth and development. This has been based on residential growth, and intensification of land use, in the town and also in the rural areas. Analysis suggests this pattern of continuing change will be a feature for the next planning period.

One feature of the growth has been the desire by many people to create environments, and to provide for their social and economic wellbeing, in a diverse manner. Land use and settlement options set out in Transitional Plans have not provided well for the choices now wishing to be exercised. The demand for choice and flexibility in living, working and social environments is a product of larger demographic, social, economic, and political forces at work in the community. It is flexibility of resource use options, and the management and protection those local matters and circumstances consistent with Part 2 of the **Resource Management Act 1991**, that will provide a sustainable future for the District.

Policy 18.1.1.1 provides for change by allowing landowners to identify sites and circumstances where existing plan provisions no longer provide for their resource management expectations for land. The **Resource Management Act 1991** allows private requests for changes to plans. The Council considers that this policy is an effective approach to growth and development. It is focused on the promotion of sustainable management. It will allow each plan change proposal to be argued on its individual merits rather than require the District Plan to anticipate the type of development, its location, and effects, for the next 10 years.

The Council has chosen for the District Plan not to allocate choices between landowners in terms of land use. The policy does set out those local environmental matters that proponents of change must address; the choices for environmental outcomes belong to the District Plan, not the landowner. This fits with the purpose of the **Resource Management Act 1991**, and the Council's functions. It ensures that, in relation to the biophysical and social make-up of the District, future resource management options are tested against statutory and local matters that underpin sustainable management of natural and physical resources.

Policy 18.1.1.2 seeks to retain the ability to view Mount Grey/Maukatere from Lineside Road. It is recognised by the community as being a significant view that should be safeguarded. It is recognised that it is not appropriate to require the maintenance of a view shaft to hill along the total length of Lineside Road. Changes in vegetation will mean that there will always be sections of the road from which you cannot see Mount Grey/Maukatere. However, changes to views can be considered as part of assessing the effects of activities and landowners can be encouraged to respect community concerns.

Policy 18.1.1.3 requires specific consideration of effects between zones when a new or extended zone is proposed. It is necessary and appropriate for consideration of effects arising from the creation of new physical, social and economic relationships. Each new proposal will create some effects; the policy requires assessment of inter-zone impacts.

Policy 18.1.1.4 address the effects of the ~~subdivision~~ and development of land to the south and west of Kaiapoi. This policy makes reference to particular values which have been identified as important to the community. The policy anticipates future adverse effects on the form and functioning, and character, of Kaiapoi if no resource management choices are specified. Addressing the community's concerns at the time of any rezoning of this land or at the time of considering any applications for urban use is consistent with the Council's functions. It is appropriate because non-statutory limitations on growth through limiting the provision of services, utilities, and facilities, may not effectively prevent continued south and westward growth. That future may not be sustainable; it would create inefficiencies in service provision, and take development into an area of known flood hazard.

Policies 18.1.1.5 to 18.1.1.9 set limits to the growth of some small rural towns. The policies:

- maintain the settlements at a scale favoured by residents;
- pay particular regard to issues relating to maintaining the natural character of the coastal ~~environment~~;
- limit new development in areas of coastal and flood hazard;
- maintain an area around each town based on rural ~~environment~~ characteristics; and
- restrict demands on public utilities and retains cost-effective services.

The policies appropriately limit resource management choices in a way consistent with Part 2 of the ~~Resource Management Act 1991~~.

Policy 18.1.1.11 provides for the development of a new town for approximately 5000 people at Pegasus, to the north-east of Woodend. The resource management issues regarding the establishment of this town have been fully considered through statutory planning processes under the ~~Resource Management Act 1991~~. Providing alternative locations for urban growth within the District enables the landowners to provide for their social and economic wellbeing. It will also enable those people who want to live in a small, cohesive community surrounded by an exceptional natural and cultural ~~environment~~, to do so in a way which is consistent with the sustainable management purpose of this District Plan. The zoning and associated development standards will enable the land to be efficiently and

effectively used for purposes not provided for previously under the existing District Plan.

Policy 18.1.1.12 provides for the development of a new town centre and Key Activity Centre at Ravenswood, being a place of commerce and community and creating opportunities for business and employment required by a growing population. Ravenswood is intended to be complementary to the existing historic towns of Rangiora and Kaiapoi, being a new town whose land ownership pattern enables the development of a comprehensively planned town centre. These traits mean Ravenswood is capable of offering economic opportunities that will help stem retail and employment leakage to Christchurch, and contribute to the resilience and self-sufficiency of the District economy. The Business 1 zoning and new rules with design-related principles and assessment matters will allow new business activities to establish while creating a new town of high urban design quality.

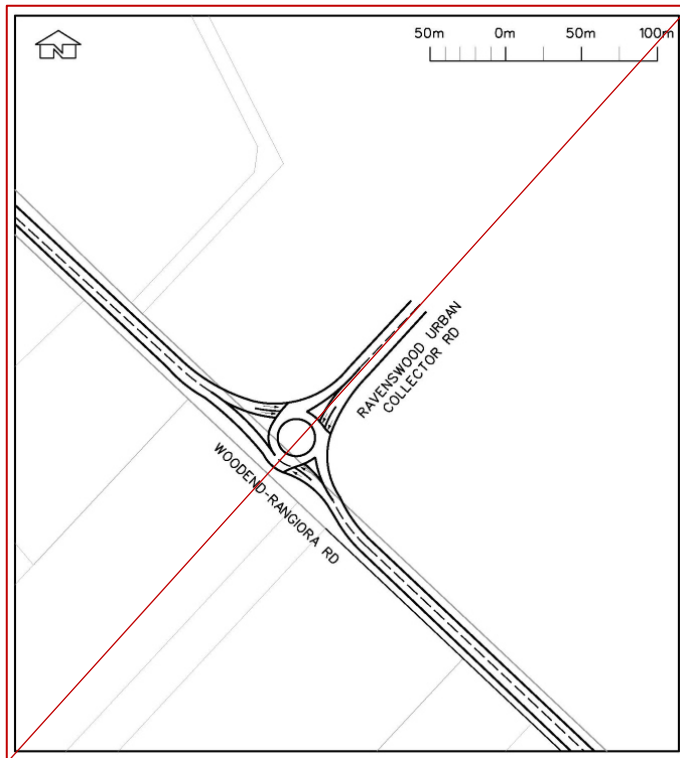
Reason for change: References Regional Policy Statement for creating a third Key Activity Centres and new town at Ravenswood to "triangulate" with the existing main centres of Rangiora and Kaiapoi. As the District Plan is required to give effect to the RPS, these changes also confirm the use of Business 1 zoning to achieve this.

19. Under Chapter 30 Utilities and Traffic Management – Rules, delete Rule 30.10.2 and Figure 30.14 as follows:

~~30.10.2 North Woodend Outline Development Plan~~

- ~~a) No access shall be allowed from State Highway 1 to the stormwater treatment area or areas zoned Business 1, Residential 6 or Residential 6A under the North Woodend Outline Development Plan shown on District Plan Map 158 until such time as the roundabout specified under Rule 32.1.1.71(j) in relation to Pegasus is constructed. This access is to be designed to the New Zealand Transport Agency's satisfaction.~~
- ~~b) No access shall be allowed from the Rangiora Woodend Road to the stormwater treatment areas or area zoned Business 1, Residential 6 or Residential 6A under the North Woodend Outline Development Plan shown on District Plan Map 158 until such time as a roundabout is constructed in general accordance with Figure 30.14.~~

~~Figure 30.14: Rangiora Woodend Road Ravenswood Roundabout Design~~



Reason for change: Updates the District Plan by removing provisions that are no longer applicable to the development of Ravenswood.

20. Under Chapter 31 Health, Safety and Wellbeing – Rules, amend Rule 31.1.1.8 as follows:

In Pegasus and Ravenswood dwellinghouses ~~shall only~~ may be located in:

- a) the Residential 6 and 6A Zones and only within the areas shown as “Residential Areas” on District Plan Maps 142 and 158; or
- b) the Business 1 Zone in the areas defined as “Town Centre – Intensive Business” and “Town Centre – General Business” on District Plan Map 142, and in the “Town Centre – Intensive Business” area shall only be located above ground floor level; or
- c) the Business 1 Zone area defined on District Plan Map 158 and located above ground floor level.

Reason for change: Ensures consistency with other KACs for residential activities in Ravenswood Business 1 Zone.

21. Under Chapter 31 Health, Safety and Wellbeing – Rules, amend Rule 31.1.1.30 as follows:

Any structure in a Business 1 Zone shall not exceed a height of:

- a) 8m in Oxford;
- b) 10m in Pegasus;
- c) 12m in Rangiora and Kaiapoi; and
- d) 15m in Ravenswood and Woodend.

Reason for change: Provides a height limit for Ravenswood, as the extensive greenfields setting of Ravenswood together with the Ravenswood design-related assessment criteria enables taller buildings to be considered in this zone.

22. Under Chapter 31 Health, Safety and Wellbeing – Rules, amend Rule 31.1.2.10 as follows:

Sites within the Business 1 Zone (Rangiora, Oxford ~~and~~, Kaiapoi ~~and Ravenswood~~), which share a boundary with a Residential Zone and where that zone boundary is along a road, shall be exempt from Rule 31.1.1.39.

Reason for change: Adds Ravenswood for consistency with other centres.

23. Under Chapter 31 Health, Safety and Wellbeing – Rules, amend Rule 31.1.2.11 as follows:

Within the Business 1 Zone (Rangiora, Oxford ~~and~~, Kaiapoi ~~and Ravenswood~~), the following are exempt from complying with structure height Rule 31.1.1.30:

- a) any decorative feature, steeple, finial, chimney, clock tower, spire or partial storey where located on a building on a corner site, provided that it is located at the ~~road~~ frontage corner and does not exceed 50% of the length of either ~~road~~ frontage.

Reason for change: Adds Ravenswood for consistency with other centres.

24. Under Chapter 31 Health, Safety and Wellbeing – Rules, amend Rule 31.5.5 as follows:

The erection of any ~~dwellinghouse~~ at ground floor level within the ~~Key Activity Centre~~ areas at Kaiapoi ~~and~~, Rangiora ~~and Ravenswood~~, and the Business 1 Zone at Kaiapoi, Rangiora, ~~Ravenswood~~, Woodend and Oxford is a non-complying activity.

Reason for change: Adds Ravenswood to exclusion for consistency with other centres, and ensures dwellings are appropriately located.

25. Under Chapter 31 Health, Safety and Wellbeing – Rules, amend Rule 31.21.1.2 as follows:

Except as provided for by Rule 31.21.1.1, buildings in the ~~Rangiora and Kaiapoi~~ Key Activity Centre areas shall:

- a) position any on-site car parking to the rear of any building façade. Parking spaces shall not be located between any building and the road frontage;
- b) be landscaped along the length of the road boundary, except where set back less than 2m from the road boundary or where necessary to provide pedestrian and vehicle access;
- c) contain clear glazing to a minimum of 40% and a maximum of 90% of the ground floor frontage for the display of goods and services where facing the road boundary;
- d) contain clear glazing to a minimum of 20% and a maximum of 90% on any upper floor where facing the road boundary; and

- e) include pedestrian access directly from the road frontage

Reason for change: Keeps these rules for Rangiora and Kaiapoi KACs to ensure these do not conflict with the design-related assessment criteria for Ravenswood.

26. Under Chapter 31 Health, Safety and Wellbeing – Rules, add Rule 31.23.4 as follows:

Within the Ravenswood Town Centre Business 1 Zone land, new buildings are a discretionary activity (restricted).

In considering an application for resource consent under Rule 31.23.4, the Council shall, in deciding whether to grant or refuse consent, and in deciding whether to impose conditions, exercise its discretion over the following matters:

- a) the design and appearance of buildings including contribution to architectural quality and amenity values of streets or public spaces. In particular as to:
 - i. the contribution that buildings make to the attractiveness pleasantness and enclosure of streets or public spaces;
 - ii. the maintenance of consistent building lines and legibility of entrances by minimising building setbacks from public spaces;
 - iii. the design of buildings in architectural details and quality of cladding materials;
 - iv. the minimisation of blank walls with modulation, articulation, and fenestration;
 - v. the desirability of activation and engagement with streets and open spaces;
- b) the location of vehicular parking and loading to the side or rear of the primary building façade, and the screening of these from view of public spaces;
- c) the provision of verandahs to provide weather protection in areas used, or likely to be used, by pedestrians;
- d) the application of the following Crime Prevention Through Environmental Design (CPTED) principles to the design and layout of buildings and public spaces:
 - i. passive surveillance of public areas through glazing of building faces, particularly for hospitality and retail activities;
 - ii. safe and legible pedestrian routes designed to an appropriate dimension, with good visibility and appropriate lighting;
 - iii. avoid fencing in favour of visually permeable soft delineation features;
- e) the extent to which the proposal demonstrates that buildings can be integrated with future development of vacant Business 1 Zone land, including provision for at least 5984m² of prominent open space(s) consistent with the objective of enabling a modern town centre, either as part of the proposal or by ensuring that sufficient balance land remains available to enable provision of this;
- f) the effects of creating new roads, service lanes, and public spaces on the matters above;
- g) the effects that landscaping on sites adjoining public spaces is able to contribute to the amenity values of the people using or passing through the public space;
- h) all the above matters will be assessed having regard to the outcomes set out in Policy 16.1.1.3, and the extent to which practical design considerations apply.

An application for a resource consent under Rule 31.23.4 shall be considered without the need to obtain the written approval of affected persons in accordance with

Section 95 of the ~~Resource Management Act 1991~~ and shall be processed without notification.

Reason for change: Adds rules for new buildings in the Ravenswood Business 1 Zone with matters of discretion and assessment criteria pertaining to design of buildings and layout of sites and ensures new buildings in the Ravenswood business areas will be processed without notification meeting the discretionary (restricted) criteria

27. Under Chapter 31 Health, Safety and Wellbeing – Rules, amend Rule 31.24.2 as follows:

Any building in the ~~Key Activity Centre Areas~~ (except Ravenswood) and the Oxford Business 1 Zone that:

- a) has a net floor area of 450m² or greater; or
 - b) is located on a site with a road frontage, or public open space frontage, of 20m or greater in length
- is a discretionary activity.

In considering any resource consent application under Rule 31.24.1 or Rule 31.24.2, the Council shall, in deciding whether to grant consent, and in deciding whether to impose conditions, have regard to (but not be limited by) the following matters:

- a) the extent to which the proposed retail activity is complementary to retail activities in the Business 1 Zones, or Key Activity Centres of Rangiora and Kaiapoi;
- b) the extent to which the proposed retail activities have physical characteristics and effects, or adverse amenity effects, unsuited to a Business 1 location, or Key Activity Centres;
- c) the extent to which the proposed retail activity would reinforce the District's Key Activity Centres by locating in a Business 2 Zone which immediately adjoins a Business 1 Zone;
- d) any cumulative effects of the proposed activity;
- e) the extent to which the proposal is pedestrian-oriented or creates significant pedestrian movements beyond the site, and the effects that that may have on the surrounding environment;
- f) the potential indirect effects of reduced options for use of heritage buildings in the Business 1 Zone with the redirection of retail development away from the town centre;
- g) the effect on the overall availability of commercial and community services and facilities, and the effects on the community's access to such facilities within a concentrated area (eg a potential reduction in convenience with the need for multiple trips);
- h) the effects on the continued efficient utilisation of existing infrastructure supplying and servicing the town centres (car parking areas, street and landscaping improvements, sewerage, water etc);
- i) the effects on private and public transport patterns, in particular, the extent to which the proposal results in the reduction (or increase) in the use of fossil fuels by decreasing (or increasing) travel distances; and/or encourages the use or maintains the integrity of the public transportation network;
- j) the effects of the proposal on the characteristics of the zone as set out in:
 - i. Objective 14.1.1 for the Rural Zone,
 - ii. Policies 16.1.1.1, 16.1.1.3, 16.1.1.4, 16.1.1.6 and 16.1.1.8 for Business Zones, or

- iii. Policies 17.1.1.2 and 17.1.1.3 for Residential Zones;
- k) effects on the form and function of the Urban Environment as set out in Policy 15.1.1.1;
- l) the role and function of Key Activity Centre areas as set out in Objective 15.1.2 and Policy 15.1.2.1;
- m) proposals to avoid, remedy or mitigate any significant adverse effects identified by the assessment of i to xi above and in relation to Policy 15.1.1.2;
- n) financial contributions as set out in Chapter 20: Financial Contributions and Chapter 34: Financial Contributions – Rules; and
- o) in addition to the matters listed above, and in respect of retail activities located within the Residential 6 Zone outside the “Town Centre”:
 - i. the visual appearance of the development, including building design, setback from streets, detailing, colours and materials, and the provision of an integrated design theme throughout the development,
 - ii. the provisions of any landscape plan devised for all or part of that zone,
 - iii. the avoidance of parking allotments between the street and the buildings,
 - iv. the design and location of buildings so that they face public spaces such as streets and parks,
 - v. the location and design of vehicle access, parking and manoeuvring areas and the effects of vehicle and pedestrian movements on traffic safety and efficiency and on levels of noise, glare and general disturbance for neighbouring sites,
 - vi. the avoidance of dominance of outlook from neighbouring sites by bulky buildings,
 - vii. the avoidance of overshadowing of neighbouring sites and the street,
 - viii. the avoidance of loss of privacy for neighbouring sites and the street,
 - ix. the avoidance of traffic and parking congestion on adjoining streets, and
 - x. the size, scale and nature of the development and its compatibility with the size, scale and nature of activities in the surrounding locality.
- p) in addition to matters i to xiv listed above, and in respect to the Key Activity Centres of Rangiora and Kaiapoi and the Oxford Business 1 Zone:
 - i. the extent to which the proposal addresses the road frontage, public open space and provides for pedestrian and vehicular connectivity within a site, between sites, roads and public open spaces and considers the relationship of buildings with sunlight and daylight to the street;
 - ii. the extent to which the proposal contributes to the built character of the town centre, taking into account height, location of doors for primary pedestrian access and glazing provision;
 - iii. the provision of façade modulation and articulation, and the avoidance of blank walls;
 - iv. the extent to which the proposal complements heritage buildings or the setting of heritage buildings;
 - v. the extent to which the proposal provides pedestrian verandahs along road frontages, taking into account weather protection for pedestrians;
 - vi. the design, including plantings, hard paving, and fences and intended use of land adjacent to the road frontage;
 - vii. the location and design of vehicle access, maneuvering areas and any effects on adjoining activities, sites and the transport network;
 - viii. the avoidance of car parking between the building and any road;
 - ix. safety and security as it applies to public open spaces, roads and footpaths;
 - x. the extent to which building materials and colour appropriately relate to existing buildings and town centre character;

- xi. the effects of shading by buildings on roads and public open space; and
- xii. the design guidelines for the Business 1 Zones of Rangiora and Kaiapoi.

Reason for change: Removes Ravenswood from design rules in other KACs that make larger buildings a discretionary activity to reinforce the design rules for Ravenswood proposed in this PCR.

28. Under Chapter 32 Subdivision – Rules, amend Rule 32.1.1.28 as follows:

Subdivision within the following areas shall generally comply with the Outline Development Plan for that area.

- a) The Residential 4B Zone of Mandeville identified on District Plan Maps 91 to 93 and the Mandeville Outline Development Plan on District Plan Map 141.
- b) The Residential 2 and Residential 4B Zones of North Rangiora on District Plan Maps 110 and 111 and the North Rangiora Outline Development Plan on District Plan Map 146.
- c) Southbrook Business 2 Zone identified on District Plan Maps 118 and 119.
- d) East Rangiora identified on District Plan Maps 113, 114 and 117.
- e) West Rangiora (North of Oxford Rangiora Road) identified on District Plan Maps 110 and 112.
- f) West Rangiora (South of Oxford Rangiora Road) identified on District Plan Maps 112 and 116.
- g) East Woodend identified on District Plan Maps 128 and 131 and the East Woodend Outline Development Plan on District Plan Map 153.
- h) Residential 5 Lees Road identified on District Plan Map 140.
- i) Pegasus identified on District Plan Map 142.
- j) Mapleham Rural 4B Zone identified on District Plan Map 147.
- k) North Kaiapoi identified on District Plan Map 156.
- l) The Residential 2 and 4A Zones of North West Rangiora identified on District Plan Map 155.
- m) The Residential 2 Zone Ashley Street – Enverton Drive, North Rangiora identified on District Plan Map 165.
- n) The Residential 2 Zone Northbrook Road Rangiora identified on District Plan Map 157.
- o) The Residential 4A Zone North Eyre Road, Mandeville North on District Plan Map 159.
- p) The Residential 4A Zone Waikuku Beach identified on District Plan Map 161.
- q) The Residential 4A Zone Wards Road, Mandeville North identified on District Plan Map 162.
- r) The Residential 2 Zone Enverton Drive - Ballarat Road North Rangiora identified on District Plan Map 166.
- s) The Residential 7 Zone West Kaiapoi, identified on District Plan Map 164.
- t) ~~North Woodend Ravenswood~~ identified on District Plan Map 158.
- u) The Residential 2 Zone East Kaiapoi identified on District Plan Map 163
- v) The Residential 2 Zone Oxford Road West Rangiora identified on District Plan Map 168.
- w) The Residential 4A Zone, Bradleys Road, Ohoka, identified on District Plan Map 169 and more particularly described in Appendix 32.2.
- x) The Kaiapoi Business 5 Zone identified on District Plan Map 170.
- y) The Residential 4A Zone, Woodend Beach Road, Woodend, as identified on District Plan Map 171.
- z) The Residential 2 Zone North East Woodend identified on District Plan Map 172.

- aa) South West Rangiora identified on District Plan Map 173.
- ab) The Residential 4A Zone Mill Road Ohoka identified on District Plan Map 160.
- ac) The Residential 4A Zone McHughs Road, Mandeville North identified on District Plan Map 174.
- ad) The Todds Road Business 2 Zone identified on District Plan Map 175.
- ae) The Business 6 Zone identified on District Plan Map 180.
- af) Central Rangiora, identified on District Plan Map 178.
- ag) Maori Reserve 873 identified on District Plan Map 176B.
- ah) The Mandeville Road – Tram Road, Mandeville North Residential 4A Zone identified on District Plan Map 182.
- ai) The Residential 2 Zone Lehmans Road, West Rangiora identified on District Plan Map 183.
- aj) The Residential 4A Zone (Mandeville Road/McHughs Road, Mandeville North) identified on District Plan Map 179.”

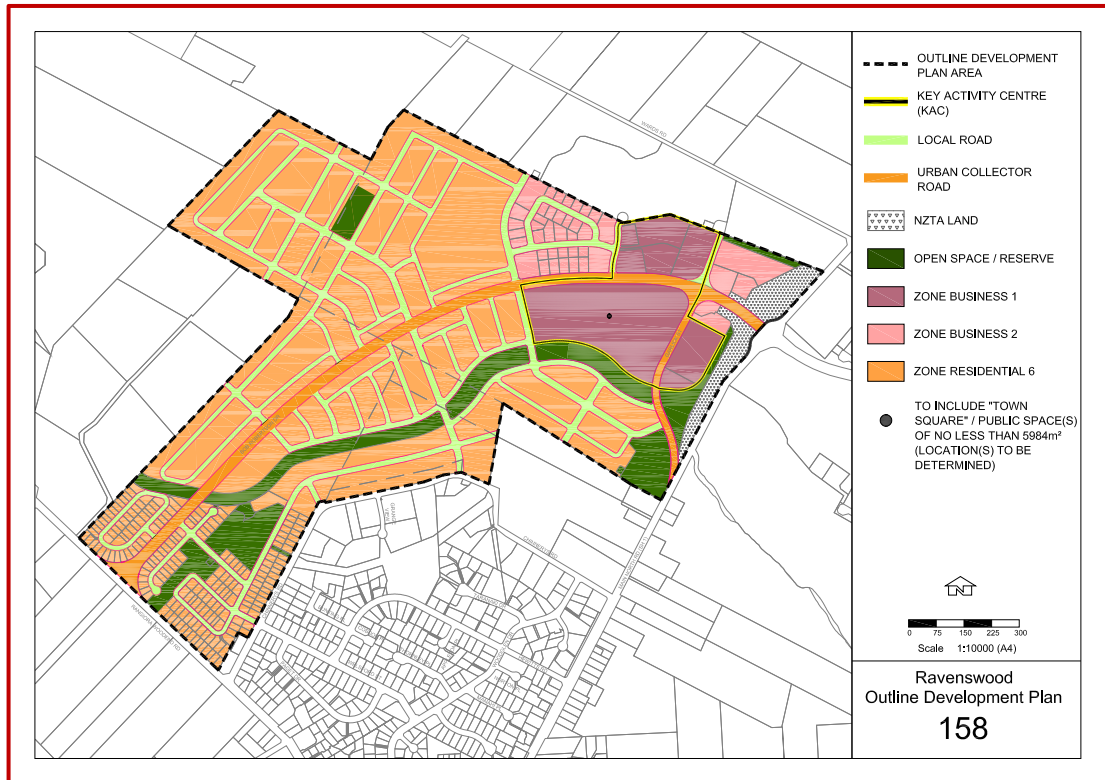
Reason for change: Replaces North Woodend with Ravenswood as area covered by ODP158.

29. Under Chapter 32 Subdivision – Rules, amend Rule 32.1.1.72 as follows:

Staged Development – ~~North Woodend Ravenswood~~ Outline Development Plan Area:

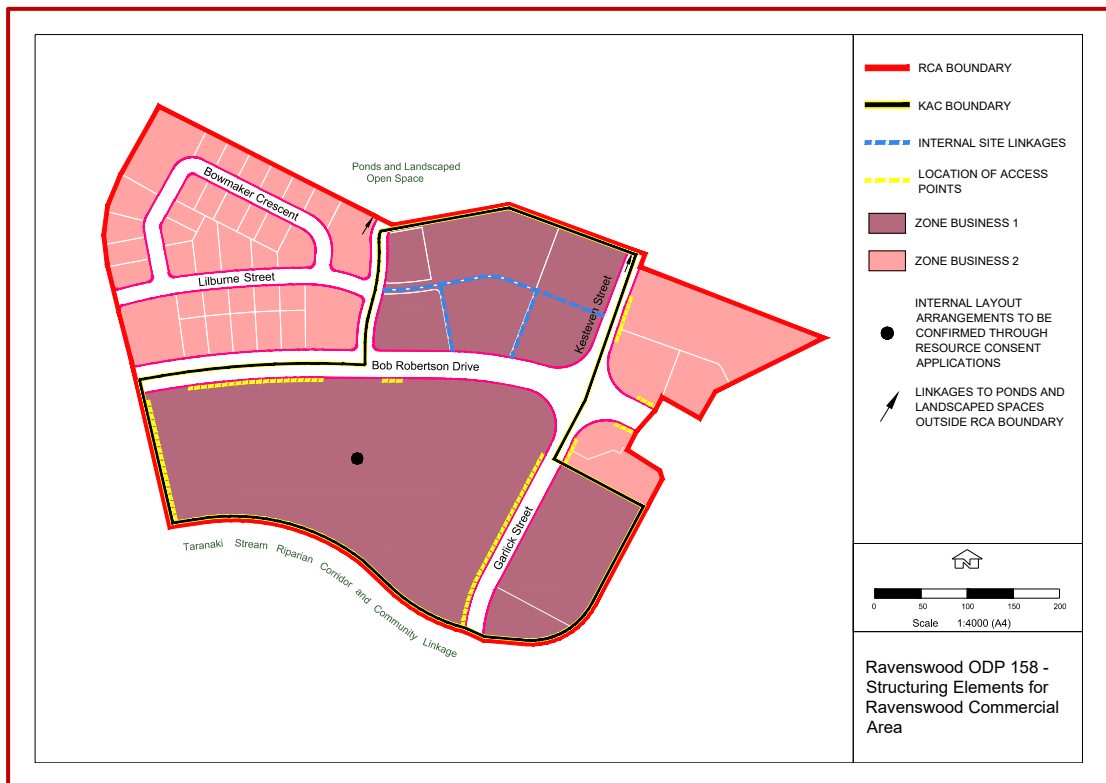
A condition shall be imposed on the subdivision creating the 301st allotment within the Residential 6 or 6A Zones within the ~~North Woodend Ravenswood~~ Outline Development Plan Area shown on District Plan Map 158 requiring the Urban Collector Road identified on the Outline Development Plan to be constructed and made operational.

30. Amend Outline Development Plan 158 to show updated cadastral base and roading pattern, together with amended zoning pattern within Ravenswood Outline Development Plan area.



Reason for change: Updates cadastral base to account for new subdivisions and roading layout, alters zoning pattern to that sought by this Request.

31. Include a "**Structuring Elements**" plan (being part of the Outline Development Plan) for the Ravenswood Commercial area as follows:



Reason for change: Adds the known structuring elements, and general location of access points to facilitate a future street pattern and proposed pedestrian linkages within the Ravenswood Commercial Area.

32. Amend [Planning Maps 125, 125A, 128, and 128A](#) to show updated cadastral base and roading pattern, together with amended zoning pattern within Ravenswood Outline Development Plan area:

Reason for change: Updates cadastral base to account for new subdivisions and roading layout, alters zoning pattern to that sought by this Request.

