



## Site Zoning

### Operative Zoning

Under the Operative District Plan this site is zoned Rural. This allows for a minimum allotment size of 40,000m<sup>2</sup> with a minimum internal square of 150m x 150m.

However, immediately to the south of the subject site there is a considerable amount of land zoned Residential 4A. Under operative Rule 32.1.1.11, the minimum area for any allotment created by subdivision in any Residential 4A Zone shall be 2500m<sup>2</sup>, with the average area of all allotments in any Residential 4A Zone to not be less than 5000m<sup>2</sup> (any allotment over 1ha in area is deemed to be 1ha for the purposes of this rule). Further, under operative Rule 32.1.1.13, the maximum number of residential allotments for each sub-area shall be as shown in Figure 32.1 as shown below:

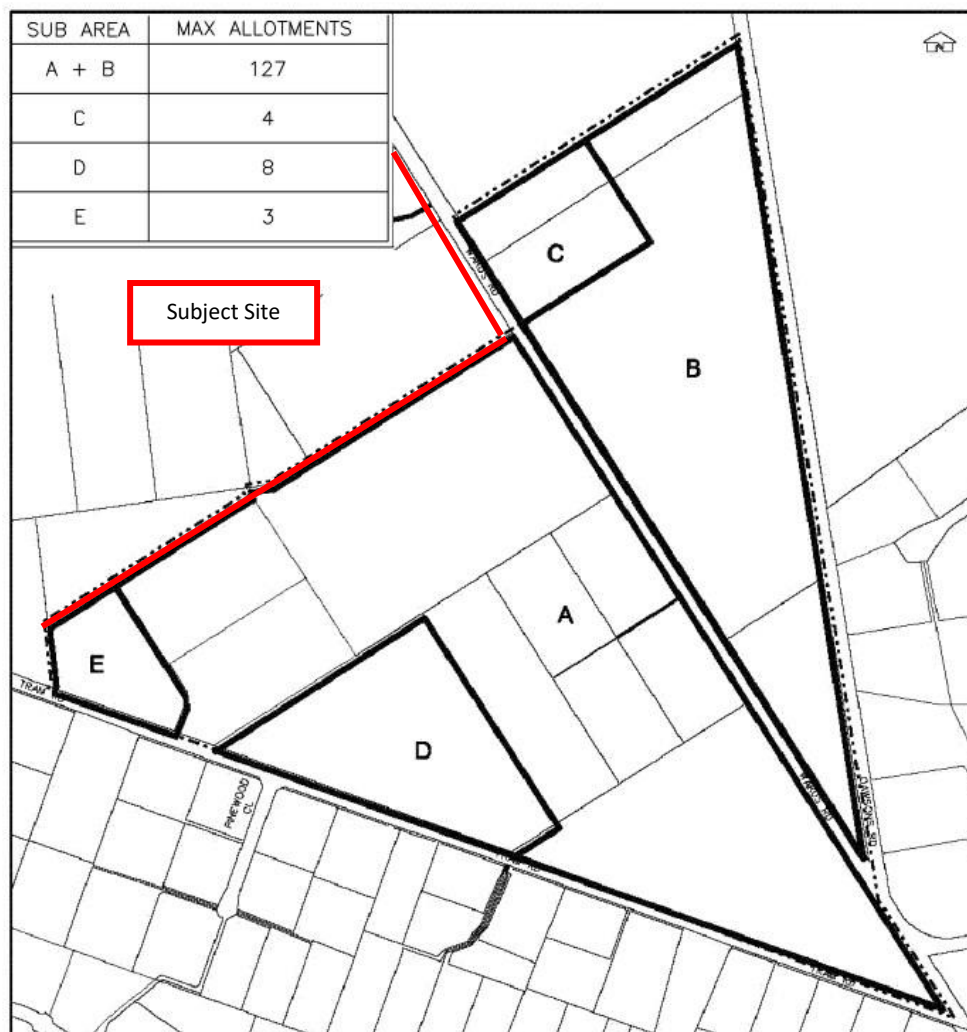


Figure 2: Operative District Plan Figure 32.1 Sub Areas and Maximum Number of Allotments Within the Residential 4A Zone (Wards Road, Mandeville North)



Area A shown in Figure 32.1 above has since been subdivided and developed with the layout of the subdivision alongside the subject site boundary shown in Figure 3 below.



Figure 2: Operative District Plan Figure 32.1 Sub Areas and Maximum Number of Allotments Within the Residential 4A Zone (Wards Road, Mandeville North)

It is important to note that the allotment sizes located along the north-western side of Cullen Avenue are all circa 5,000m<sup>2</sup>. This accords with operative Rule 32.1.1.14 which requires that the minimum area of any allotment adjoining the north-west zone boundary of the Residential 4A Zone (Wards Road, Mandeville North) shall be 5000m<sup>2</sup>. To the south of Cullen Avenue and to the east of Tristram Road, the allotment sizes are closer to 4,000m<sup>2</sup>.

It is also noted that under operative Rule 32.1.1.18, for the Residential 4A Zone Bradleys Road, Ohoka shown on District Plan Map 169, allotments as small as 2500m<sup>2</sup> are permitted.

32.1.1.19 Within the Residential 4A Zone (McHughs Road, Mandeville North) shown on District Plan Map 174 the maximum number of residential allotments shall be 90. Here we note that allotments within this area are generally between 4,000m<sup>2</sup> and 5,000m<sup>2</sup>.

32.1.1.20 Within the Residential 4A Zone (Mandeville Road/McHughs Road, Mandeville North) shown on District Plan Map 179 the maximum number of residential allotments shall be 21. Here we note that allotments in this area range from 3,800m<sup>2</sup> to 10,000m<sup>2</sup>.

## **Proposed Zoning**

Under the Proposed Waimakariri District Plan, the area identified in Figure 1 would be zoned Rural Lifestyle Zone (RLZ). This zoning requires a minimum site area of 4 hectares (40,000m<sup>2</sup>). This is a minimum site area up to 16 times greater than what can occur in the operative Residential 4A zone to the south of the subject site, and eight times greater than what exists along the south boundary of the subject site.

It is the opinion of the submitter that these rules do not reflect the type of development that could realistically occur on this site and that a change in the zoning should allow for residential development of the site at a density of the site that is consistent with the surrounding environment.

## **Relief Sought**

In line with the zoning of adjoining areas to the south and east around Mandeville under the Proposed Waimakariri Plan, this submission seeks the identified area be rezoned from Rural Living Zone to Large Lot Residential Zone (LLRZ). This will allow for smaller allotment sizes of 2,500m<sup>2</sup> with a minimum average lot size of 5,000m<sup>2</sup>.

## **Reasons For Relief Sought**

### **Increased Density**

It is the submitters opinion that the identified site is appropriate for increased residential than what is currently proposed under the rules of the RLZ. By changing the zoning to LLRZ an increase in density would be enabled to occur in a manner that is consistent with the surrounding semi-rural environment. It is noted that Mandeville is a growing settlement and that the demand will continue to increase. The proposal will allow for a greater allocation land that is appropriately sized for the wider environment.

### **Flooding and Stormwater**

The Council previously recognised an issue with the site in regards to groundwater issues and the potential flooding hazard. For this reason, the area has previously been excluded from Council plans for increased rural-residential density such as the *Rural Residential Development Strategy 2019*. However, at the time of writing, the submitter has been unable to locate any reports that specifically document any flood risk on these sites.

There is anecdotal evidence that these flooding issues have been overestimated. In a submission on the *Rural Residential Development Strategy 2019* the property owners in the area noted they had not noticed soggy ground conditions or overland flows in over 20 years of occupation.

Regardless, it is the opinion of this submitter that these issues can be resolved through a mixture of engineering and imposed minimum floor height restrictions. It is suggested that the inclusion of several stormwater detention allotments as part of the rezoning would mitigate any potential flood hazard. These allotments would also improve the overall capacity for stormwater catchment in the surrounding area and any detention basins could be included either on individual allotments or as part of areas of open space. These would help to ensure the area had a high standard of amenity as well as retaining the openness required in rural-residential zones. This could be achieved through the provision of a site-specific outline development plan similar to Figure 32.1 earlier.

There are examples of similar situations where concerns over stormwater and flooding have been resolved through engineering and development has been carried out. Leistrella Road in Hoon Hay, Christchurch is an example of this. This development showed that flooding hazards can be effectively mitigated in a way that provides for a greater result on overall environment. It is the opinion of the submitter that a similar result could be achieved in this situation.

#### Servicing and Connectivity to Transport Network

It is the understanding of the submitter that the surrounding area is well serviced and that extending this servicing to the identified area for increased density would be achievable and not place undue stress on Council services.

In term of transport, the Council's planned upgrades to the Tram Road/Bradleys Road intersection will increase the network capacity of the surrounding area to an extent that would accommodate the proposed increase in density. Further afield, the recent upgrades to State Highway 1, and the Christchurch northern motorway extension in particular, will allow for a greater connectivity between the site and commercial centres in the wider area such as Kaiapoi, Rangiora and Christchurch.

#### Consistency with the Proposed Objectives and Policies

The relevant proposed objectives and policies for the LLRZ are outlined below and commentary is given on how the proposed rezoning would meet these.

### LLRZ – O1 – Purpose, character and amenity values of Large Lot Residential Zone

*A high quality, low density residential zone with a character distinct to other Residential Zones such that the predominant character:*

- 1. is of low density detached residential units set on generous sites;*
- 2. has a predominance of open space over built form*
- 3. is an environment with generally low levels of noise, traffic, outdoor lighting, odour and dust*
- 4. provides opportunities for agriculture activities where these do not detract from maintaining a quality residential environment, but provides limited opportunities for other activities.*

Noting the minimum average lot size of 5,000m<sup>2</sup> being sought, the overall size of the subject site would allow for up to 40 allotments that are consistent with the above objective through providing open, low-density sites with low levels of noise, traffic, lighting and dust.

### LLRZ – P1 – Maintaining the qualities and character

*Maintain the qualities and character of the Large Lot Residential Zone by:*

- 1. achieving a low density residential environment with a built form dominated by detached residential units, which other than minor residential units, are established on their own separate sites –*
- 2. managing the scale and location of buildings so as to maintain a sense of openness and space between buildings on adjoining sites and ensuring that open space predominates over built form on each site*
- 3. ensuring the built form for all activities is consistent with the low density residential character of the zone*
- 4. retaining the open character and outlook from sites to rural areas through managing boundary fencing including the style of fencing, their height and visual permeability*

Any development would easily be able to maintain the quality and character of the LLRZ.

### LLRZ – P3 Reverse Sensitivity

*Minimise reverse sensitivity effects within the Large Lot Residential Zone or on an existing activity in an adjacent zone by:*

- 1. requiring new activities minimise the potential for reverse sensitivity effects to occur on activities anticipated in the zone*

2. *requiring separation distances between new activities in the Large Lot Residential Zone and existing activities in adjacent zones*

It is noted that the proposal is not adjacent to any intensive activities which could result in reverse sensitivity effects.

#### LLRZ – P4 – Amenity Values

*Maintain amenity values within the Large Lot Residential Zone through:*

1. *low levels of noise, outdoor lighting, signs, dust, odour and traffic*
2. *limiting kerb, channel and street lighting compared to other Residential Zones*

Similar to above, any development would easily be able to maintain these values.

Overall, the identified area can be seen as being consistent with the proposed objectives and policies for the LLRZ and that any development would be as anticipated in the LLRZ zone. Therefore, a change of zoning to LLRZ can be seen as appropriate and consistent with the intention of this zone.

#### **Conclusion**

It is the submitter's opinion at the only reason the subject site has been excluded from the neighbouring higher density zone is flooding risk despite the landowners experience that flooding has not occurred. The submitter considers that the site is ideally positioned to cater for a higher development density, such as the minimum average lot size of 5,000m<sup>2</sup> being sought, and that potential flooding issues are easily resolved within the site through the use of standard engineering measures such as detention basins.

#### **Presentation of Submission**

We wish to be heard in support of this submission.

If others make similar submissions, we will consider presenting a joint case at any hearing.

Yours sincerely,



Callum Ross

Planner

**URBIS TPD LIMITED**