

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

**TO:** Proposed District Plan Submission  
Waimakariri District Council  
Private Bag 1005  
RANGIORA 7440

**BY E-MAIL:** [developmentplanning@wmk.govt.nz](mailto:developmentplanning@wmk.govt.nz)

**SUBMISSION ON:** Submission on Proposed Waimakariri District  
Plan 2021

**NAME OF SUBMITTER:** Sports and Education Corporation

**ADDRESS FOR SERVICE:** Sports and Education Corporation  
C/- 4Sight Consulting Limited  
PO Box 911 310  
Victoria St West  
AUCKLAND 1142  
  
Attention: Melissa Pearson

**Phone:** 022 010 2850

## 1.0 INTRODUCTION

Sports and Education Corporation (**S&E Corp** or “**the submitter**”) are the owners of the Pegasus Golf and Sports Course, an 18 hole championship golf course, located adjacent to Pegasus Township on State Highway 1. S&E Corp is seeking to build on the established golf related facilities and create a vibrant, high-quality visitor resort that provides for a mixture of tourism activities, including hotel and visitor accommodation, a spa/wellness and hot pool complex, golf education and country club facilities and a mixture of commercial and ancillary activities that support the tourism activities associated with the Pegasus Resort. The goal of this development is to provide the Waimakariri District with a premier tourist attraction that will contribute to the social and economic wellbeing of the District.

S&E Corp’s submission is made on the Proposed Waimakariri District Plan (**proposed WDP**) regarding the land zoned Special Purpose Zone (Pegasus Resort) (**SPZ(PR)**). The purpose of this submission is to both support the provisions and extent of zoning of the SPZ(PR), as well as to seek further amendments to several SPZ(PR) provisions and amendments to various additional rules across the proposed WDP in other chapters that have implications for future development in the SPZ(PR). The amendments sought by S&E Corp are outlined in Table 1 attached to the rear of this submission (and identified as red underline in the relief sought under each submission point).

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

## 2.0 SUBMISSIONS

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

- 2.1.1 S&E Corp **supports** the SPZ(PR) and the inclusion of the Pegasus Resort Outline Development Plan (ODP) and the Pegasus Design Guidelines that serve to clearly direct the future development of this zone.
- 2.1.2 The land zoned SPZ(PR) is well positioned to be developed into a high-quality tourist destination as the existing 18-hole international championship golf course and associated facilities (a driving range, practice greens, a retail shop, a restaurant, clubrooms, tennis courts and a gym) are a solid foundation around which new tourism related activities can establish. Resource consent has also recently been granted for a three-storey hotel comprising 50 rooms, a restaurant and conference centre, and associated carparking, to be located on three vacant lots on Taerutu Lane, to the northwest of the golf club buildings (Consent Number RC195127), which will provide initial visitor accommodation options as the Pegasus Resort develops.
- 2.1.3 Tourism is an area that is currently underdeveloped as a business sector in the Waimakariri District and the introduction of the SPZ(PR) provides an area where this sector can grow from existing assets. S&E Corp supports the rationale in the section 32 report for the SPZ(PR) enabling the development of a tourism resort. The executive summary states *“The District is facing several key issues in relation to economic growth and development, which the proposed zone will seek to address. Specifically, the District aims to improve employment self-sufficiency, as large numbers of residents commute to Christchurch for employment. The District is also not supported with large amounts of tourist accommodation, destinations or facilities, which further limits the ability to provide for employment self-sufficiency, and restricts economic growth in the tourism sector”*<sup>1</sup>.
- 2.1.4 S&E Corp supports the general intent of the SPZ(PR) to provide for the development of a tourism resort through a special purpose zone. Pegasus Resort has the potential to become a major tourist centre within the Waimakariri District and warrants a bespoke approach so that provisions can be tailored to enable specific tourist activities to develop that would not easily be covered by provisions in a standard business zone. The interface with existing residential activity surrounding the golf course also requires bespoke rules to ensure the amenity values currently enjoyed by residents are maintained.
- 2.1.5 Further, S&E Corp supports the use of the Pegasus Resort ODP combined with the Pegasus Design Guidelines as planning tools to provide certainty around how the land zoned SPZ(PR) is to be developed in future and how the existing golf course and residential properties are to be maintained throughout this development process.

#### RELIEF SOUGHT

- 2.1.6 S&E Corp seeks that the SPZ(PR) and its associated Pegasus Resort ODP and Pegasus Design Guidelines be adopted in full, subject to the relief sought in submission points 2 to 7 of this submission being adopted in full and that any consequential amendments are provided for to give effect to the relief sought by S&E Corp in submission points 2 to 7.

### 2.2 SUBMISSION POINT 2 – OBJECTIVES AND POLICIES OF THE SPZ(PR)

- 2.2.1 S&E Corp are generally supportive of the objectives and policies of the SPZ(PR), particularly the direction to create a regionally significant tourist destination that achieves urban design

---

<sup>1</sup> Section 32 Report *Whaitua motuhake/ Special Purpose (Pegasus Resort) Zone* prepared for the Proposed Waimakariri District Plan, 18 September 2021, pg. 4

excellence through the use of the Pegasus Resort ODP and Pegasus Design Guidelines. However, some of the wording choices for the objectives and policies may have inadvertently narrowed the scope of these provisions, which in turn may limit their effectiveness when used by plan users and decision makers.

- 2.2.2 Objective SPZ(PR)-O1 lists the range of activities anticipated for the Pegasus Resort but omits the establishment of a Country Club (which is defined in the proposed WDP). S&E Corp anticipate a Country Club being established in Activity Area 3 (as distinct from the golf course clubrooms, which already exist on the site), and this intention is signalled in the section 32 report<sup>2</sup>. Similarly, Policy SPZ(PR)-P1(2)(a) also omits the Country Club activity from the list of anticipated tourism activities in the zone. Adding in 'Country Club' to the list of anticipated activities in this objective and policy would make it clear that this activity is anticipated in the SPZ(PR), which will assist plan users and decision makers when processing a future consent application for a Country Club.
- 2.2.3 Objective SPZ(PR)-O2 sets out the requirement for the SPZ(PR) to be developed in accordance with the Pegasus Design Guidelines and sets a clear expectation that urban design excellence is paramount. However, the focus on the spa/wellness and hotpool complex at the beginning of the objective implies that the Pegasus Design Guidelines are only a relevant consideration when the spa/wellness and hotpool complex is being established. The Pegasus Design Guidelines apply to development across the SPZ(PR) and are intended to guide development across all of the activity areas (with the exception of the residential activities in Activity Area 7). To ensure that the Pegasus Design Guidelines apply regardless of which type of tourism activity is being proposed, the specific reference to spa/wellness and hotpool complex should be replaced with a broader term, such as 'tourism facilities' or similar to capture the full range of activities anticipated in the SPZ(PR).
- 2.2.4 Finally, Policy SPZ(PR)-P3 requires that the landscape character of the golf course, country club facilities and the background mountain range are provided for. However, the country club activity does not currently exist so it cannot form part of the established landscape character. It is assumed that the policy intended to refer to the existing golf course clubrooms, which have a distinctive architectural style that is referenced in the Pegasus Design Guidelines. Further, limiting the consideration of landscape character to the buildings that currently exist on the site at the date of plan notification is a more limited baseline for assessment than anticipated by the Pegasus Design Guidelines. The landscape character of the Pegasus Resort is expected to evolve as the resort develops, and the Pegasus Design Guidelines anticipate this character changing over time. A more appropriate wording choice would be to replace the words "the golf course and country club facilities" with a term such as "Pegasus Resort Landscape", which would capture both the current buildings on site, plus future buildings that will add their own elements to the character of the resort.

#### **RELIEF SOUGHT**

- 2.2.5 S&E Corp seeks that the activity "Country Club" is inserted into the lists of anticipated activities in SPZ(PR)-O1 and SPZ(PR)-P1(2)(a).
- 2.2.6 S&E Corp seeks that the words "spa/wellness and hotpool complex" in SPZ(PR)-O2 are replaced with the words "tourism facilities".
- 2.2.7 S&E Corp seeks that the words "the golf course and country club facilities" are replaced with a term such as "Pegasus Resort landscape" in Policy SPZ(PR)-P3.
- 2.2.8 S&E Corp seeks any similar amendments with like effect and any consequential amendments that stem from the amendments in paragraphs 2.2.5 to 2.2.7.

---

<sup>2</sup> Section 32 Report *Whaitua motuhake/ Special Purpose (Pegasus Resort) Zone* prepared for the Proposed Waimakariri District Plan, 18 September 2021, pg. 6 – see description of Activity Area 3.

## 2.3 SUBMISSION POINT 3 – RULES SPZ(PR)-R10 AND SPZ(PR)-R11

- 2.3.1 S&E Corp support Rules SPZ(PR)-R10 and R11 in part. These are restricted discretionary activity rules for visitor accommodation and hotels respectively. There are two key concerns with rules R10 and R11. Firstly, Rule R10 restricts visitor accommodation activities to Activity Area 2, while Rule R11 restricts hotel activities to Activity Areas 1 and 4. This limits both visitor accommodation and hotel activities to specific development areas of the ODP and does not provide the submitter with the flexibility to choose the most suitable locations for accommodation options across Activity Areas 1, 2 and 4.
- 2.3.2 Secondly, Rules R10 and R11 set a maximum cap of 320 visitor accommodation units and 180 hotel accommodation units respectively, resulting in an overall cap of 500 accommodation units across Activity Areas 1, 2 and 4. This rule framework limits both the total number of accommodation units allowed within the ODP and the proportion of units that can be visitor accommodation units, reducing overall flexibility to deliver accommodation options to suit market demand.
- 2.3.3 S&E Corp opposes the parts of R10 and R11 that seek to restrict the location of visitor accommodation and hotel accommodation units across Activity Areas 1, 2 and 4 and also opposes the parts of both rules seeking to cap the total number of accommodation units. S&E Corp submits that there is no justification in either the section 32 report or any of the supporting economic analysis for limiting visitor accommodation to Activity Area 2 and hotel activities to Activity Areas 1 and 4. All three of these activity areas are suitable for both types of accommodation and the market will determine the final location and mixture of hotels and visitor accommodation.
- 2.3.4 Further, S&E Corp oppose the accommodation caps in both Rules R10 and R11 as there is no need to place caps on the total number of accommodation units for each activity. From an adverse effects perspective, the impact of a visitor staying in a hotel room compared to staying in a visitor accommodation unit is the same (when considering traffic impacts, effects on the character of the resort, use of tourism facilities and associated commercial activities). From an economic perspective, economic expert Fraser Colegrave from Insight Economics has reviewed the notified chapter and made the following comment with respect to Rules R10 and R11:

*“I understand that Waimakariri District Council seek input on the need (or otherwise) for caps on hotels and/or visitor accommodation at Pegasus. I don’t see a need for such caps, as the size of any future development will be naturally limited by market demand/opportunity. Accordingly, any such rules/caps can be removed from the District Plan.”<sup>3</sup>*

- 2.3.5 On this basis, S&E Corp are seeking amendments to Rules R10 and R11 to ensure accommodation caps are removed from these rules and that hotels and visitor accommodation are able to locate across Activity Areas 1, 2 and 4.

### RELIEF SOUGHT

- 2.3.6 S&E Corp seeks that Rules SPZ(PR)-R10 and SPZ(PR)-R11 be combined into a single rule as follows:

Visitor accommodation and hotels

Activity status: RDIS

---

<sup>3</sup> Comment sent via email on 16 November 2021 from Fraser Colegrave, Managing Director of Insight Economics and author of the economic analysis supporting the SPZ(PR) section 32 report.

Where:

1. the activities occur within Activity Areas 1, 2 or 4; and
2. design of development shall be in accordance with the Pegasus design guidelines SPZ(PR)-APP2.

2.3.7 Any similar amendments with like effect.

2.3.8 Any consequential amendments that stem from the amendments in paragraph 2.3.6.

**2.4 SUBMISSION POINT 4 – RULE TRAN-R20**

2.4.1 S&E Corp supports Rule TRAN-R20, Table TRAN-1, Table TRAN-R2 and Appendix TRAN-APP6 in part. Rule TRAN-R20 seeks to control high traffic generating activities to reduce potential adverse effects on the transport network and to provide clear direction as to when a basic or a full Integrated Transport Assessment (ITA) will be required. Rule TRAN-R20 relies on traffic movement thresholds set out in Table TRAN-1 and then identifies in Table TRAN-2 whether a basic or full ITA is needed. To assist with interpreting Table TRAN-1, Appendix TRAN-APP6 contains a list of average daily traffic movements for a range of activities that can be used as a guide for calculating whether an activity is likely to exceed the thresholds in Table TRAN-1.

2.4.2 S&E Corp supports Rule TRAN-R20, Table TRAN-1, Table TRAN-R2 and Appendix TRAN-APP6 in principle, as setting clear thresholds for when basic or full ITAs will be required is helpful to prospective applicants and ensures that the potential impacts on the transport network of high traffic generating activities are properly considered through the resource consent process. However, the status of the information contained in TRAN-APP6 appears to be guidance only based on the advisory notes for TRAN-R20. This status makes it unclear as to whether council consent staff will rely on the rates specified in TRAN-APP6 for listed activities, or whether they will instead request that applicants provide them with greater certainty and require an activity specific analysis of anticipated traffic movements, regardless of whether an activity has a listed rate or not.

2.4.3 Further, TRAN-APP6 contains an incomplete list of activities, any activity not on the list will likely need to do at least a basic ITA to determine their estimated traffic movements unless they are clearly well under the thresholds in Table TRAN-1. There are a number of activities unique to the SPZ(PR), for example Commercial Golf Resort activities, that have no corresponding traffic generation rate in TRAN-APP6, so will be required to seek independent advice from a suitably qualified and experienced transport engineer (as set out in the advisory notes for TRAN-R20).

2.4.4 S&E Corp submits that the proposed WDP should clarify how the rates listed in TRAN-APP6 will be used when determining compliance with TRAN-R20 and Table TRAN-1, as the current advisory note does not provide applicants with enough certainty as to what information will be required to prove compliance. Further, the incomplete list of activities in TRAN-APP6 is problematic as it excludes a number of activities defined in the proposed WDP, which in turn will lead to confusion for plan users.

**RELIEF SOUGHT**

2.4.5 S&E Corp seeks that:

- Either the rates set in TRAN-APP6 are given the same status as rules (rather than guidance), or that they are removed from the Transport Chapter.
- If the rates in TRAN-APP6 are included as part of TRAN-R20 that the list is expanded out to cover all defined activities provided for in the SPZ(PR).

2.4.6 Any similar amendments with like effect.

- 2.4.7 Any consequential amendments that stem from the amendments in paragraph 2.4.5.

## **2.5 SUBMISSION POINT 5 – RELATIONSHIP BETWEEN TRANSPORT PROVISIONS AND THE PEGASUS RESORT ODP**

- 2.5.1 The Transport Chapter of the proposed WDP contains two rules that have the potential to conflict with development anticipated and provided for by the Pegasus Resort ODP. These rules relate to new road intersections (TRAN-R4) and landscaping of a new car parking area (TRAN-R13). S&E Corp supports TRAN-R4 and TRAN-R13 in part.
- 2.5.2 In the case of TRAN-R4, the minimum road intersection separation distances set out in TRAN-S2 and Table TRAN 5 have the potential to conflict with Built Form Standard SPZ(PR)-BFS12(2)(a). This built form standard sets out that a road connection to connect Pegasus Boulevard and Mapleham Drive is anticipated by the Pegasus Resort ODP and that a variance of up to 20m from the location of the connection shown on SPZ(PR)-APP1 (Pegasus Resort ODP) shall be acceptable. There is the potential for a situation to occur where the final location of the road connection between Pegasus Boulevard and Mapleham Drive is consistent with the Pegasus Resort ODP (and therefore a permitted activity) but fails to comply with the separation distances set out in Table TRAN-5, making it a restricted discretionary activity under Rule TRAN-R4 and TRAN-S2. The likelihood of a conflict occurring between the separation distance rules in the Transport chapter and the SPZ(PR) ODP and the reasons why the ODP should prevail are set out in a memorandum from Ableys in **Appendix B**.
- 2.5.3 A similar issue arises with respect to TRAN-R13 that sets permitted standards for the landscaping of new car parking areas. There is the potential to conflict with Built Form Standard SPZ(PR)-BFS12(2)(b), which references the landscaped setback identified along Pegasus Boulevard to screen new parking areas supporting both the hotel and spa/wellness and hotpool activities. This landscaped setback was intended to be shown on the Pegasus Resort ODP but has been missed off, although the key for a landscaped setback is still showing on the ODP map in SPZ(PR)-APP1. Provided that the landscaped setback is added back onto the ODP, S&E Corp notes the potential for this landscaped setback to conflict with the permitted activity standards for carpark landscaping in Rule TRAN-R13.
- 2.5.4 These potential conflict issues could be resolved through an amendment to SPZ(PR)-BFS12 to clarify that in the event of a conflict between SPZ(PR)-BFS12 and any other rule in the Transport Chapter, that SPZ(PR)-BFS12 prevails.

### **RELIEF SOUGHT**

- 2.5.5 S&E Corp seeks that a new clause be inserted into SPZ(PR)-BFS12 to state that *“In the event of a conflict between SPZ(PR)-APP1 and a rule in the TRAN – Ranga waka – Transport chapter, the SPZ(PR)-APP1 prevails, and resource consent is not required under any conflicting Transport chapter rule”*.
- 2.5.6 S&E Corp seeks that the landscaped setback overlay be re-inserted onto the SPZ(PR)-APP1 so that it aligns with the version of the Pegasus Resort ODP referred to in the Pegasus Design Guidelines.
- 2.5.7 Any similar amendments with like effect.
- 2.5.8 Any consequential amendments that stem from the amendments in paragraph 2.5.5.

## 2.6 SUBMISSION POINT 6 – RULES TRAN-R15 AND TRAN-R16: CYCLE PARKING AND END OF TRIP FACILITIES

- 2.6.1 S&E Corp supports the provision of cycle parking and end of trip facilities in principle (as required by Rules TRAN-R15 and TRAN-R16), as encouraging visitors and staff to cycle to the Pegasus Resort where appropriate is a sustainable and environmentally friendly transport option. However, there are concerns about the workability and practicality of Rules TRAN-R15 and TRAN-R16 (and their associated supporting standards and tables) as currently drafted.
- 2.6.2 One of the key issues is the lack of clarity about whether activities are required to provide short or long stay cycle parks. If an activity does not fall neatly into one of the activity categories in Table TRAN-13 then it is unclear whether it is required to provide short or long stay cycle parks. Further, as Table TRAN-13 does not use the terms short or long stay cycle parks (it instead refers to activities), it is left to the plan user to assume that cycle parks for residents/visitors/students/customers are “short stay” and cycle parks for staff are “long stay”. This has significant implications for how these cycle parks are constructed and whether end of trip facilities are required under TRAN-R16. Good planning and resource management dictates that rules should be clear and not open to interpretation, therefore further amendments to Rules TRAN-R15 and TRAN-R16 are required.
- 2.6.3 The cycle park requirement for staff working at a commercial activity (assumed to be long stay parks) also appears excessive, as 2 long stay cycle parks will be required for every commercial activity regardless of gross floor area, particularly when these are in addition to the customer cycle parks required. Under Table TRAN-13, even the smallest commercial activity, i.e. a small retail outlet, will be required to provide four cycle parks (two short stay, two long stay), and the two long stay parks will require a secure, covered facility. This will be difficult for most small-scale commercial activities to meet, even in new build areas such as the Pegasus Resort and is likely to result in an over-supply of cycle parks.
- 2.6.4 Finally, the end of trip facility requirements required by Rule TRAN-R16 and Table TRAN-14 are also excessive relative to the number of cycle parks being provided. Other district plans with much denser urban areas than those found in the Waimakariri District (for example the Auckland Unitary Plan) have much more realistic end of trip facility requirements based on the gross floor area of the activity and are limited to offices, education facilities and hospitals. In the Auckland Unitary Plan example<sup>4</sup>, all activities with a gross floor area less than 500m<sup>2</sup> are exempt from providing end of trip facilities and the requirements do not apply to commercial activities such as retail and hospitality. Based on the significant rigour that the Auckland Unitary Plan was put through, we consider that Council should be guided by similar worded best practice outcomes reflected within the Unitary Plan.

### RELIEF SOUGHT

- 2.6.5 S&E Corp seeks that Rule TRAN-R15 and associated Table TRAN-13 clarify which categories of activity require short stay and long stay cycle parks, that is, Residents/visitors/students/customers (*short stay parks*) Staff (*long stay parks*).
- 2.6.6 S&E Corp seeks that the cycle park requirements for commercial activities in Rule TRAN-R15 and associated Table TRAN-13 be reduced and/or that a minimum gross floor area threshold be included to exempt small scale activities from the requirements (suggested threshold of 500m<sup>2</sup>).
- 2.6.7 S&E Corp seeks that the end of trip facility requirements in Rule TRAN-R16 and associated Table TRAN-14 be amended to closer align with district plans such as the Auckland Unitary Plan by introducing a minimum gross floor area threshold to exempt small scale activities

---

<sup>4</sup> Refer to Table E27.6.2.6 in Chapter E27 of the Auckland Unitary Plan.



from the requirements (suggested threshold of 500m<sup>2</sup>). Alternatively, the threshold for the number of staff cycle parks before end-of-trip facilities are required be raised.

2.6.8 Any similar amendments with like effect.

2.6.9 Any consequential amendments that stem from the amendments in paragraphs 2.6.5 to 2.6.7.

## **2.7 SUBMISSION POINT 7 – INTERPRETATIONS**

2.7.1 S&E Corp are supportive of the Interpretation Chapter of the proposed WDP, in particular the definitions that are bespoke to the SPZ(PR) chapter<sup>5</sup>. However, there could be better use of Definition Nesting Tables to clarify where these bespoke activities sit in relation to more generic activity terms, such as Commercial Activity or Education Facility. This is particularly important where these more generic terms are used in other chapters, e.g. the Transport Chapter, as it is difficult to determine which district wide rules apply to activities in the SPZ(PR) when it is not clear which generic standards apply to the bespoke definitions.

2.7.2 S&E Corp submits that Commercial Golf Resort Activity and the Spa/Wellness and Hotpool Complex should be nested as Commercial Activities; that the Golf Education Facility should be nested as an Education Facility and the Golf Country Club should be nested as a Major Sports Facility.

2.7.3 S&E Corp also submits that clause (e) of the definition of Commercial Golf Resort Activity be expanded to include ancillary workshops if any of the gift/souvenir shops wish to have space to craft goods onsite.

### **RELIEF SOUGHT**

2.7.4 S&E Corp seeks that the Interpretations Chapter make better use of nesting tables to clarify that the Commercial Golf Resort Activity and the Spa/Wellness and Hotpool Complex should be nested as Commercial Activities; that the Golf Education Facility should be nested as an Education Facility and the Golf Country Club should be nested as a Major Sports Facility.

2.7.5 S&E Corp seeks that Clause (e) of the definition of Commercial Golf Resort Activity be amended to read “gift/souvenir shop and any ancillary workshop”.

2.7.6 Any similar amendments with like effect.

2.7.7 Any consequential amendments that stem from the amendments in paragraphs 2.7.4 and 2.7.5.

---

<sup>5</sup> Commercial Golf Resort Activity, Golf Country Club, Spa/Wellness and Hotpool Complex, Golf Education Facility

### 3.0 CONCLUSION

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



**Signature:**

*pp on behalf of:*  
Sam Huo  
Chairman of Sports and Education Corporation

**Date:** 25th of November 2021

**Address for Service:** Sports and Education Corporation  
C/- 4Sight Consulting Limited  
PO Box 911 310  
Victoria St West  
AUCKLAND 1142

Attention: Melissa Pearson

**Phone:** 022 010 2850

**E-mail:** [melissap@4sight.co.nz](mailto:melissap@4sight.co.nz)

## Appendix A

**Table 1:** Changes sought to the provisions of the proposed Waimakariri District Plan 2021 by S&E Corp

Provision	Current Wording of Provision	Relief Sought
<i>Special Purpose Zone (Pegasus Resort)</i>		
SPZ(PR)-O1 – Tourist destination	The establishment of regionally significant tourist destination based around an 18-hole international championship golf course, with existing large residential sites, incorporating hotel and visitor accommodation, spa/wellness and hot pool complex, golf education facility, and limited small-scale commercial activity and ancillary activity.	The establishment of regionally significant tourist destination based around an 18-hole international championship golf course, with existing large residential sites, incorporating hotel and visitor accommodation, spa/wellness and hot pool complex, golf education facility, <u>country club</u> and limited small-scale commercial activity and ancillary activity.
SPZ(PR)-O2 – Design components	The development of spa/wellness and hot pool complex centred on a spa village within a framework of open space and recreation facilities, that reflect the local open space, recreational, landscape and visual amenity values and achieve urban design excellence consistent with the Pegasus design guidelines.	The development of <del>spa/wellness and hot pool complex</del> <u>tourism facilities</u> centred on a spa village within a framework of open space and recreation facilities, that reflect the local open space, recreational, landscape and visual amenity values and achieve urban design excellence consistent with the Pegasus design guidelines.
SPZ(PR)-P1(2)(a) – Outline Development Plan	Use and development of land shall:  1. ...; 2. ensure that development: (a) results in a vibrant, mixed-use area that achieves a complementary mix of hotel and visitor accommodation, spa/wellness and hot pool complex, golf education facility, small-scale commercial activities and ancillary activities;	Use and development of land shall:  1. ...; 2. ensure that development: (a) results in a vibrant, mixed-use area that achieves a complementary mix of hotel and visitor accommodation, spa/wellness and hot pool complex, golf education facility, <u>country club</u> , small-scale commercial activities and ancillary activities;
SPZ(PR)-P3 – Landscape and character	Provide for the landscape character values of the golf course, country club facilities and the background mountain range, particularly as viewed from public places, through master-planning, landscape design and massing of buildings.	Provide for the landscape character values of the <del>golf course, country club facilities</del> <u>Pegasus Resort landscape</u> and the background mountain range, particularly as viewed from public places, through master-planning, landscape design and massing of buildings.
SPZ(PR)-R10 – Visitor Accommodation	Activity status: RDIS  Where:  1. the activity occurs within Activity Area 2; 2. the maximum number of visitor accommodation units within Activity Areas 2 shall	Merge SPZ(PR) R10 and R11 together as follows:  <u>Visitor accommodation and hotels</u>  <u>Activity status: RDIS</u>  <u>Where:</u>

Provision	Current Wording of Provision	Relief Sought
	<p>be 320; and</p> <p>3. design of development shall be in accordance with the Pegasus design guidelines SPZ(PR)-APP2.</p>	<p>1. <u>the activities occur within Activity Areas 1, 2 or 4; and</u></p> <p>2. <u>design of development shall be in accordance with the Pegasus design guidelines SPZ(PR)-APP2.</u></p>
SPZ(PR)-R11 – Hotels	<p>Activity status: RDIS</p> <p>Where:</p> <ol style="list-style-type: none"> <li>the activity occurs within Activity Areas 1 and 4;</li> <li>the maximum number of hotel accommodation units within Activity Areas 1 and 4 shall be 180; and</li> <li>design of development shall be in accordance with the Pegasus design guidelines SPZ(PR)-APP2.</li> </ol>	<p>Merge SPZ(PR) R10 and R11 together as follows:</p> <p><u>Visitor accommodation and hotels</u></p> <p><u>Activity status: RDIS</u></p> <p><u>Where:</u></p> <ol style="list-style-type: none"> <li><u>the activities occur within Activity Areas 1, 2 or 4; and</u></li> <li><u>design of development shall be in accordance with the Pegasus design guidelines SPZ(PR)-APP2.</u></li> </ol>
SPZ(PR)-BFS12 – Site layout Pegasus Resort ODP	<ol style="list-style-type: none"> <li>Development shall be in accordance with SPZ(PR)-APP1.</li> <li>For the purpose of this built form standard the following amendments do not constitute a breach of SPZ(PR)-APP1: <ol style="list-style-type: none"> <li>development shall facilitate a road connection at fixed road access point shown on SPZ(PR)-APP1 to enable vehicular access to roads which connect with Pegasus Boulevard and Mapleham Drive, provided that a variance of up to 20m from the location of the connection shown on SPZ(PR)-APP1 shall be acceptable;</li> <li>the provisions for breaks in the landscape buffer identified along the Pegasus Boulevard to accommodate entry and egress into and out of the site or where landscaping is required to be reduced in order to achieve the safe and efficient operation of existing road networks; and</li> <li>resizing, resitting and the provision of additional proposed stormwater ponds.</li> </ol> </li> </ol>	<ol style="list-style-type: none"> <li>Development shall be in accordance with SPZ(PR)-APP1.</li> <li>For the purpose of this built form standard the following amendments do not constitute a breach of SPZ(PR)-APP1: <ol style="list-style-type: none"> <li>development shall facilitate a road connection at fixed road access point shown on SPZ(PR)-APP1 to enable vehicular access to roads which connect with Pegasus Boulevard and Mapleham Drive, provided that a variance of up to 20m from the location of the connection shown on SPZ(PR)-APP1 shall be acceptable;</li> <li>the provisions for breaks in the landscape buffer identified along the Pegasus Boulevard to accommodate entry and egress into and out of the site or where landscaping is required to be reduced in order to achieve the safe and efficient operation of existing road networks; and</li> <li>resizing, resitting and the provision of additional proposed stormwater ponds.</li> </ol> </li> <li><u>In the event of a conflict between</u></li> </ol>

Provision	Current Wording of Provision		Relief Sought
			<u>SPZ(PR)-APP1 and a rule in the TRAN – Ranga waka – Transport chapter, the SPZ(PR)-APP1 prevails, and resource consent is not required under any conflicting Transport chapter rule.</u>
SPZ(PR)-APP1	ODP in APP1 is missing landscaped setback layer.		Re-insert landscaped setback layer to align with the ODP in the Pegasus Design Guidelines.
Transport Chapter			
TRAN-R20	Advisory Note (third bullet): The table in TRAN-APP6 provides a guide to the level of traffic generation that could be expected for a range of activities. The purpose of this table is to assist a plan user to estimate their traffic generation. This table has been based on information contained in the Waka Kotahi Research Report 453 ‘Trips and Parking Related to Land Use’. Where a proposed activity does not align with the listed activities, and/or for greater certainty regarding the estimated level of traffic generation, it is recommended that guidance is sought from an independent suitably qualified and experienced transport engineer.		Delete advisory note and TRAN-APP6  <b>OR</b>  Give the rates set in TRAN-APP6 the same status as rules and expand the list to cover all defined activities provided for in the SPZ(PR).
Table TRAN-13	Activity table separated into two categories: <ul style="list-style-type: none"><li>Residents/visitors/ students/customers</li><li>Staff</li></ul>		Add in references to short and long stay cycle parks for clarity: <ul style="list-style-type: none"><li>Residents/visitors/ students/customers <u>(short stay parks)</u></li><li>Staff <u>(long stay parks)</u></li></ul> Insert a gross floor area threshold (suggest 500m²) under which no cycle parks are to be required, either short stay or long stay.
Table TRAN-14	<b>Number of staff cycle parks required</b>	<b>Cycling end-of-trip facilities for staff required</b>	Replace rule with similar format to Table E27.6.2.6 in Chapter E27 of the Auckland Unitary Plan, which introduce a minimum gross floor area threshold to exempt small scale activities from the requirements (suggest 500m²).
	1 – 10	None	
	11 – 100	1 shower per every 10 staff cycle parks required. 1 locker per every staff cycle park required.	
	> 100	10 showers for the first 100 staff cycle parks required + 2	

Provision	Current Wording of Provision		Relief Sought
		additional showers for each additional 50 staff cycle parks required. 1 locker per every staff cycle park required.	
<i>Interpretation</i>			
Definitions nesting tables	Only includes nesting tables for Commercial and Industrial activities and bespoke Pegasus Resort definitions are not included.	<p>Update existing Commercial Activity nesting table to include the Commercial Golf Resort Activity and the Spa/Wellness and Hotpool Complex.</p> <p>Include additional nesting tables for Education Facility and Major Sports Facility that include the Golf Education Facility and the Golf Country Club respectively.</p>	
Definition – Commercial Golf Resort Activity, clause (e)	<p>means activities that support the tourism/resort activities in the zone, involving:</p> <p>...</p> <p>(e) gift/souvenir shop;</p>	<p>means activities that support the tourism/resort activities in the zone, involving:</p> <p>...</p> <p>(e) gift/souvenir shop <u>and any ancillary workshop;</u></p>	

## **Appendix B – Transport memorandum from Ableys on separation distances**

# Pegasus Resort Special Purpose Zone – Intersection separation

**Prepared for:** Sports and Education Limited

**Issue Date:** 25 November 2021

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

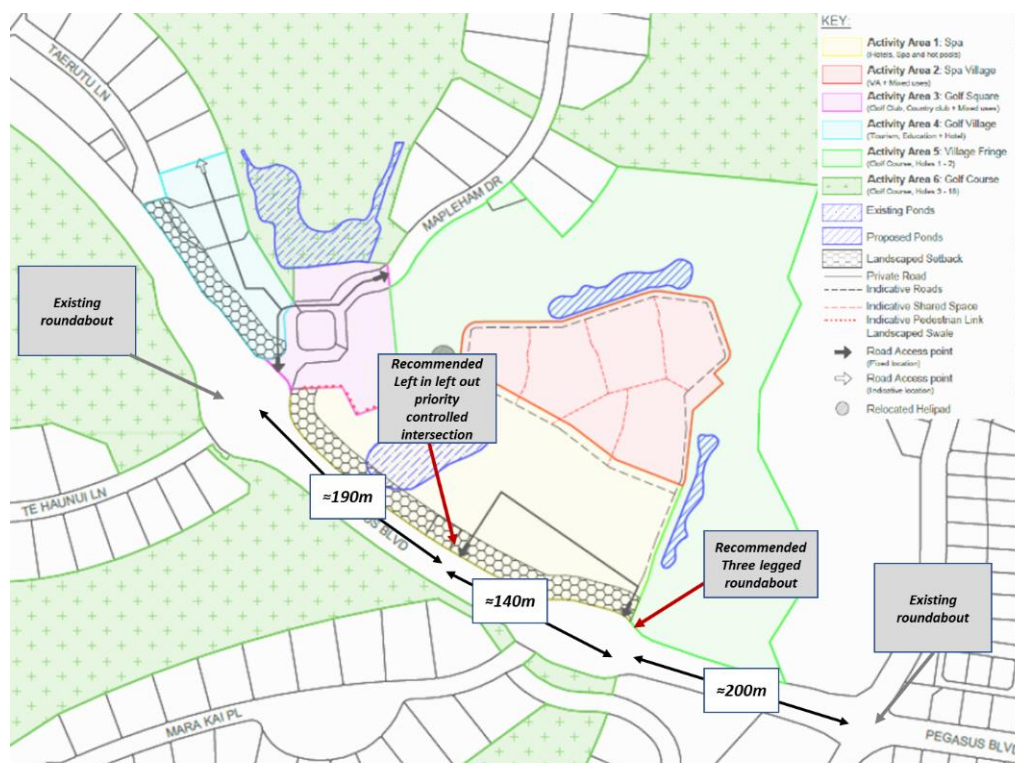
**Reviewed by:** Jay Baththana, Principal Transportation Engineer

## 1. Introduction

This brief technical note has been prepared to assess the consistency between the intersection locations noted in the Outline Development Plan (ODP) for the Pegasus Resort (noted under the Pegasus Resort Special Purpose Zone) and the requirements noted under the proposed Waimakariri District Plan transport chapter which applies districtwide.

## 2. Intersection Separation Assessment

Under the proposed Waimakariri District Plan transport chapter (Table TRAN 5), intersections on all roads with a speed limit of 70km/h are required to be separated by at least 550m. This requirement contradicts the indicative intersection locations noted under the Pegasus Resort ODP as shown in **Figure 2.1**. The contradiction however depends on whether the intersecting roads are considered as roads or accessways and whether these roads would be vested to Council (yet to be decided).



**Figure 2.1** Proposed ODP access locations



---

Retaining the indicative intersection locations in the ODP is appropriate in this instance for the following reasons,

- Only development related traffic is expected to turn at these intersections.
- There will likely be three roundabouts in a stretch of road that is approximately 575m long. This will aid in achieving a high degree of speed reductions. The operating speeds are expected to be much lower than the posted speed limit.
- The two intersections where the separation distance will be the lowest is a roundabout and a left in-left out priority-controlled intersection. This means there are fewer conflict points and in the event of a crash the impact angles are low (no possibility of right-angled crashes).
- The development will increase access density and active transport users on Pegasus Boulevard as it becomes operational, a rural speed limit of 70km/h will not be safe and appropriate for Pegasus Boulevard. It is expected that there will be a speed limit reduction on Pegasus Boulevard prior to the development becoming operational.

### 3. Conclusion

Based on the current speed limit there is likely to be a misalignment between the intersection locations indicated on the ODP and the separation distances required by the transport chapter of the district plan. However, in our opinion, it is appropriate to retain the indicative ODP access locations from a traffic safety and operational perspective.