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WESTHAVEN RESIDENTIAL DEVELOPMENT FAST-TRACK APPROVALS ACT 2024 SUBSTANTIVE APPLICATION

1 My full name is Timothy Maurice Philip Carter. I am the Project Director for the Westhaven Residential Development (**Westhaven** or **Project**).

2 This letter accompanies Carter Group's substantive application under the Fast-track Approvals Act 2024 (**FTAA**) for the Rolleston West Residential Development, which is now known as Westhaven.

3 Carter Group is the authorised person listed in Schedule 2 of the FTAA for the Project and is the person making this substantive application.

4 The Project provides for the subdivision and development of approximately 263 hectares of General Residential Zoned land adjoining the western edge of Rolleston. It comprises approximately 4,134 residential allotments, three commercial centres, roads, reserves, open space and supporting infrastructure.

ABOUT CARTER GROUP

5 Carter Group is a privately owned property investment and development company based in Christchurch. It is a third-generation company and a significant investor and developer of property in the South Island.

6 Carter Group has a longstanding commitment to Greater Christchurch and has invested in residential, commercial, industrial, rural and central-city property across the region.

7 Carter Group has extensive residential subdivision and development experience. Its projects include:

(a) the development of substantial parts of Avonhead and Bishopdale;

(b) the Hyde Park and Regents Park residential subdivisions in Christchurch;

(c) the approximately 330-lot Kennedy's Green subdivision in Halswell; and

(d) the approximately 2,000-lot Earlsbrook residential development in Lincoln.

8 Carter Group also has significant industrial, commercial, residential and rural investments in the Selwyn District, including the iPort business park in Rolleston. These investments reflect Carter Group's long-term commitment to Rolleston and the wider Selwyn District.

9 Carter Group has experience progressing projects under the FTAA framework, including the Ryans Road Industrial Development in Christchurch (approved) and the Ōhoka Residential Subdivision (Panel in progress).

Carter Group's legal interests in the land

10 The land forming part of the substantive application is held in eight Records of Title. The current registered ownership position is summarised below. The copies of the relevant Records of Title are included in **Appendix 11** to the application.

Block	Address	Record of Title	Legal description	Area	Registered owner
Holmes Block	327 Dunns Crossing Road, Rolleston	1285849	Section 1 Survey Office Plan 608925	85.0352 ha	[redacted]
Westhaven Central	152 Edwards Road, Rolleston	CB41D/425	Lot 1 Deposited Plan 72132	9.4494 ha	
Westhaven Central	Not specified	CB41D/426	Lot 2 Deposited Plan 72132	10.0010 ha	
Westhaven Central	Not specified	CB47B/859	Lot 1 Deposited Plan 82068	44.0055 ha	
Westhaven Central	201 Dunns Crossing Road, Rolleston	CB772/69	Lots 3–4 Deposited Plan 20007	46.3188 ha	
Westhaven Central, including the separately consented Westhaven Stage 1 land	Not specified	CB24F/1018	Part Rural Section 31354, Part Rural Section 31356 and Part Section 4 Reserve 1342	72.6916 ha	
Westhaven South	Not specified	CB27B/97	Rural Section 23614	8.1948 ha	
Westhaven South	Not specified	CB8B/345	Rural Section 25807	20.2343 ha	

11 [redacted] and [redacted] are companies related to Carter Group. Those companies already hold the registered ownership interests identified in the table above.

12 In respect of the land held by [redacted] and [redacted] and [redacted] Carter Group (or a related company) has unconditional binding agreements to acquire that land and does not anticipate any impediment to settlement.

13 Carter Group therefore owns, through its related companies, or has unconditional binding contractual rights to acquire, all of the land required for the Project.

14 Carter Group does not require third-party finance to acquire the balance of the land or to undertake the Project. Funds have been reserved for the development, and Carter Group is in a position to proceed once the necessary approvals are obtained.

ZONING AND BACKGROUND

15 The Project land is already zoned General Residential Zone and is located within the Rolleston 7 Development Area (**DEV-RO7**) under the Partially Operative Selwyn District Plan (**POSDP**). It is therefore land already identified and zoned for the urban expansion of Rolleston.

16 The land was previously the subject of Private Plan Changes 73, 81 and 82 and submissions seeking rezoning on the Proposed Selwyn District Plan. The current zoning and DEV-RO7 planning framework were ultimately confirmed through the resolution of an Environment Court appeal on the Proposed District Plan by consent order.

17 Although the land is zoned for residential development, the proposed development is not fully enabled by the existing provisions. In particular, the substantive application seeks to:

(a) enable approximately 4,134 dwellings at a greater overall density than the General Residential Zone provisions would realistically provide;

(b) enable residential development within part of the Pines Odour Control Overlay;

(c) provide for three commercial centres at a scale greater than anticipated by the existing planning framework; and

(d) establish a coordinated approval and staging framework for the development and supporting infrastructure.

Westhaven Stage 1

18 Westhaven Stage 1 is a separately consented development within the wider Westhaven landholding. It is located along Dunns Crossing Road and is already under construction.

19 The existing consents for Westhaven Stage 1 provide for approximately 470 standard residential lots, four comprehensive development lots expected to accommodate approximately 120 additional residential units, up to 3,000 m² of commercial activity, and associated roads, reserves, landscaping and infrastructure.

20 Westhaven Stage 1 has already been brought to market, with titles expected in March 2027.[1] The sections released to date have attracted significant market interest, with sections, townhouse superlots, and house and land packages already sold or under offer. As at 3 November 2026, 110 lots are sold, under contract or reserved. This early uptake demonstrates existing demand for housing within Westhaven and supports Carter Group's confidence in the timely delivery of the wider Project.

21 Westhaven Stage 1 does not form part of this substantive application and will proceed independently under its existing resource consents.

WHY WESTHAVEN?

22 Carter Group actively assesses greenfield development opportunities across Christchurch, Selwyn and Waimakariri. In doing so, it considers matters including housing demand and supply, land suitability, natural hazards, geotechnical conditions, contamination, environmental features, compatibility with adjoining activities, accessibility, connectivity and the applicable planning framework.

23 Carter Group considers Rolleston to be an appropriate and important location for continued residential growth because:

(a) Rolleston is the principal growth centre in Selwyn District and continues to experience sustained population and housing growth;

(b) there is an identified long-term housing capacity shortfall in Rolleston of approximately 5,000 dwellings;

(c) the land is already zoned and identified for urban residential development;

(d) the land adjoins the existing Rolleston urban area and enables a contiguous and consolidated form of urban expansion;

(e) the land is not classified as highly productive land;

(f) it is not materially constrained by the coastal and flooding hazards affecting other potential growth locations in Greater Christchurch and, in the context of Rolleston, represents a logical direction for growth given the constraints to expansion created by State Highway 1 and industrial land to the north and east, and airport noise contours;

(g) it has good access to Dunns Crossing Road, State Highway 1, existing employment areas and the wider Rolleston transport network; and

(h) its scale allows housing, commercial activities, open space, transport connections and servicing infrastructure to be planned and delivered comprehensively.

24 Westhaven is an opportunity to deliver that growth in a comprehensive and coordinated manner. It will create an integrated community comprising approximately 4,134 dwellings, commercial services, open space, recreation areas and supporting infrastructure, rather than an isolated or fragmented residential development.

[1] https://westhavenrolleston.co.nz/

WHY THE FTAA?

25 Carter Group is using the FTAA process because it provides a coordinated pathway for obtaining the approvals required for the Project as a whole.

26 Although the land is zoned, the Project would still require a suite of subdivision, land-use and regional resource consents, together with a wildlife approval. Progressing those approvals separately through conventional processes would make it more difficult to coordinate the overall subdivision layout, infrastructure, staging, commercial centres, open space and environmental management measures.

27 The FTAA process enables the Project to be considered comprehensively and provides greater certainty regarding the approvals and conditions applying across the full development area. That certainty is important for committing substantial private investment to infrastructure and bringing forward residential capacity in a coordinated manner.

28 The substantive application also provides benefits beyond the development realistically enabled by the existing zoning. In particular, it provides approximately:

(a) 4,134 dwellings in total;

(b) 1,838 dwellings additional to the realistic General Residential Zone counterfactual;

(c) 768 dwellings within the Pines Odour Control Overlay;

(d) 18,303 m² of commercial development in addition to that anticipated under DEV-RO7; and

(e) a coordinated pathway for development to proceed notwithstanding the DEV-RO7 restriction limiting development to 1,500 residential sites before 1 January 2033.

STAGING AND TIMING

29 Carter Group intends to commence the Project as soon as practicable after the necessary approvals are granted.

30 The Project is proposed to be delivered in seven principal stages:

(a) **Stage 1:** Westhaven Central, along Dunns Crossing Road from the northern part of the separately consented Westhaven Stage 1 land to Brookside Road;

(b) **Stages 2 and 3:** the Holmes Block, beginning at Dunns Crossing Road and progressing west;

(c) **Stage 4:** Westhaven Central, generally west of Stage 1;

(d) **Stage 5:** across Westhaven Central and Westhaven South, generally west of the separately consented Westhaven Stage 1 land;

(e) **Stage 6:** Westhaven Central, generally west of Stages 4 and 5 and extending to Edwards Road; and

(f) **Stage 7:** Westhaven South, along Dunns Crossing Road south of the separately consented Westhaven Stage 1 land and extending towards Selwyn Road.

31 The general location and sequence of the seven stages are shown in the indicative staging plan below.

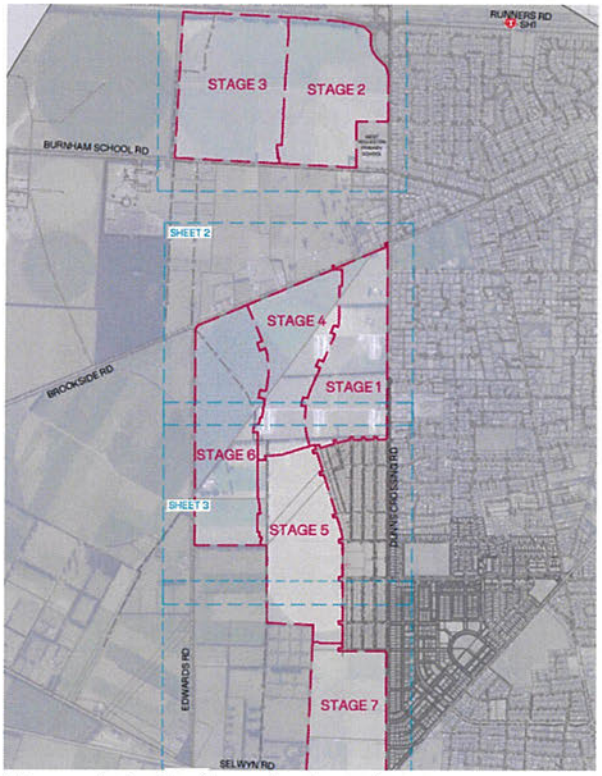

Figure 1: Indicative staging plan

32 The current indicative construction programme is:

Project stage	Approximate lots	Indicative construction start	Expected section 224 certification	Expected titles
Stage 1	574 (standard lots) + 59 (higher density lots)	July 2027	February 2028	March 2028
Stage 2	504 (standard lots) + 49 (higher density lots)	January 2028	February 2029	March 2029
Stage 3	554 (standard lots)	January 2029	February 2030	March 2030
Stage 4	486 (standard lots) + 48 (higher density lots)	January 2030	February 2031	March 2031
Stage 5	661 (standard lots)	January 2031	February 2032	March 2032
Stage 6	727 (standard lots)	January 2032	February 2033	March 2033
Stage 7	472 (standard lots)	January 2033	February 2034	March 2034

33 The staging and timeframes are indicative. Individual stages may overlap or proceed concurrently, and stage boundaries and lot numbers may be adjusted through detailed design and construction programming.

34 The timing and sequence of development will respond to:

(a) market demand;

(b) the efficient programming of civil works;

(c) the availability of contractors;

(d) the delivery and capacity of water, wastewater, stormwater and transport infrastructure;

(e) seasonal construction conditions; and

(f) any relevant consent conditions or infrastructure triggers.

35 Dividing the Project into stages will allow Carter Group to coordinate infrastructure with the progressive release of residential land and, where appropriate, use different contractors across different parts of the Project. This will support efficient delivery while retaining flexibility to accelerate individual stages if demand and infrastructure capacity allow.

36 Carter Group has already committed significant time and resources to the Project. The land is zoned, the overall development has been comprehensively designed, the necessary technical assessments have been completed, and the separately consented Westhaven Stage 1 development is already under construction.

37 Carter Group is therefore ready and committed to progressing the Project promptly once the necessary approvals are obtained.



Tim Carter
Project Director, Carter Group Limited