

Bangor Village

Hughes Developments Limited

Referral application supporting document

December 2025

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1 INTRODUCTION

- 1.1 This document provides the information required for the fast-track referral application for Bangor Village. The section references in this document correlate to the section references in the referral application form.

2 SECTION 2.2: PROJECT DESCRIPTION AND LOCATION

A description of the project and the activities it involves (section 2.2.1)

- 2.1 The project is to subdivide and develop land for the purposes of establishing a master-planned community at 160 Bangor Road (State Highway 77), Darfield, Selwyn (the **Site**) (the **Project**). The Project will include works within the State Highway 77 road reserve. The Project will be applied for as a single substantive application but will be delivered in multiple stages.
- 2.2 The Project will include:
- (a) subdivision to create approximately 700-800 allotments and enable construction of approximately 700-800 residential units across a range of densities (which may be constructed by a person or persons other than the applicant)
 - (b) subdivision to create allotments for future non-residential activities (which may include community and commercial activities, and a school)
 - (c) landscaping and development of an open space network including reserves and enhancement of an existing water race
 - (d) associated infrastructure, including for three waters services and transport (including external site access works).
- 2.3 The Site is approximately 130.39ha in size and is located in Selwyn, a part of the Canterbury region which has been Aotearoa New Zealand's fastest growing district for the last decade.
- 2.4 To date, the majority of additional housing designed to accommodate Selwyn's rapid growth has been delivered in Rolleston and Lincoln. However, with ongoing demand forecast to continue (with Canterbury and Selwyn being identified as the fastest growing areas of New Zealand in the last year), there is growing market interest in nearby townships such as Darfield, where Selwyn District Council has recently invested in infrastructure upgrades to support population growth.
- 2.5 The Site is located approximately 20 minutes inland from Rolleston and 45 minutes from central Ōtautahi Christchurch, offering an ideal alternative location to deliver housing on land already zoned for residential housing that will deliver significant regional benefits including:
- (a) significantly increasing housing supply to meet demand in the Canterbury region generally;
 - (b) increasing the availability and variety of housing typologies in this part of the Canterbury region in close proximity to the Darfield township and other major employment bases; and
 - (c) delivering significant economic benefits for the Canterbury region and the township of Darfield in particular.

- 2.6 The Site has been identified in the relevant district planning documents as an appropriate future location for a higher density housing offering since 2015.¹ Subject to approvals being granted, the Project will deliver on that direction in a manner that contributes to, and does not detract from, the vibrancy and function of the existing township and the surrounding rural area.
- 2.7 The Project has been carefully designed to integrate with, and respond sensitively to, adjoining rural and residential land uses. HDL has worked closely with its urban design, transport and infrastructure experts on a masterplan which enables connectivity to open spaces through a network of cycling and pedestrian linkages, and which locates density appropriately throughout the Site to achieve a coherent neighbourhood character that integrates with surrounding land uses. The Project masterplan and supporting urban design analysis is included in the Urban Design Statement (**Attachment A**).
- 2.8 To enable the Project, a suite of resource consents will be required under the Partially Operative Selwyn District Plan (**SDP**), the Canterbury Land and Water Regional Plan (**LWRP**) and the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 (**NESCS**). A wildlife approval under the Wildlife Act 1953 may also be required to facilitate the capture and relocation of lizards and/or other wildlife from the Site, if discovered.
- 2.9 Construction of the Project will commence within 12 months of those approvals being granted, enabling timely realisation of the significant regional benefits of the Project.

A description and map of the whole project area identifying its boundaries (section 2.2.2)

- 2.10 The Project will be located on two lots at 160 Bangor Road, in the north-west corner of the Darfield township in the Selwyn District of Canterbury, as shown in Figure 1.



Figure 1: Site in the Darfield context.

- 2.11 The Site is bound by State Highway (**SH**) 73 (the Great Alpine Highway) to the northeast (which bisects the Darfield township towards the east) and SH77 / Bangor Road to the south, which runs west out of Darfield. The remaining boundaries are occupied by residential and farming land uses.

¹ Namely, through the legacy Selwyn District Plan and the now Partially Operative Selwyn District Plan (Development Plan – DEV-DA3).

2.12 The Site is comprised of two separate parcels of land, the legal descriptions for which are described in Table 1. Copies of the titles for those parcels are included at **Attachment B**. Both parcels of land are owned solely by HDL.

Address	Legal Description	Freehold Title
160 Bangor Road	Section 2 SO 438579	548760
N/A	Lot 2 DP 81020	CB47A/153

Table 1: The legal description of the Site.

2.13 With reference to Table 1 above, Figure 2 shows the location and extent of the individual lots that comprise the Site.



Figure 2: Lots that comprise the Site.

3 SECTION 2.6: APPROPRIATENESS FOR FAST-TRACK APPROVALS PROCESS

The significant regional and national benefits of Bangor Village as a development project (section 2.6.1)

- 3.1 Bangor Village is a development project that will have significant regional benefits.
- 3.2 With respect to the considerations listed in section 22(2)(a) of the Fast-track Approvals Act 2024 (FTAA), the Project will:
 - (a) **Increase the supply of housing and address housing needs** in Canterbury in a manner which aligns with the characteristics of a well-functioning urban environment (as defined in Policy 1 of the National Policy Statement on Urban Development 2020 (NPS-UD)). In particular, the Project will enable the delivery of 700 – 800 new homes in part of the Canterbury region that is experiencing significant growth and demand; provide a range of housing choice; and offer variation in lot size, type and orientation.

(b) **Deliver significant economic benefits**, through generating at least **§ 9(2)(b)(ii)** **§ 9(2)** of total direct, indirect and induced value added for the regional economy,² and by sustaining **§ 9(2)(b)** full-time workers (on average) for the development period.

(c) **Support primary industries**. Primary industries make a significant contribution to Canterbury's economy and Darfield is one of the key hubs within the region that supports primary industries. Providing additional housing in this location will support those industries by increasing the supply and variety of housing that will be available to workers. Locating higher density in this location will also ensure that residential development does not encroach on land that would otherwise be suitable for primary production.

3.3 The way in which the Project will deliver these benefits and the extent of their significance for the Canterbury region is addressed in the next section.

Referring Bangor Village to the fast-track approvals process will facilitate the Project, including by enabling it to be processed in a more timely and cost-effective way than under normal processes (section 2.6.2.1)

3.4 Obtaining the requisite approvals is the only remaining constraint on the commencement of the Project.

3.5 Securing the requisite approvals through the FTAA instead of through the Resource Management Act 1991 (**RMA**) and the Wildlife Act 1953 will enable the Project to be progressed in a more timely and cost-effective way.

3.6 As outlined further below, the Project would enable a considerably higher density yield than currently anticipated under the Large Lot Residential (**LLR**) zoning of the Site. Based on the advice of HDL's experts, that outcome is considered to be appropriate in terms of the RMA's sustainable management purpose. It is also significantly more economically efficient, reducing the marginal costs of the infrastructure required to service the housing on the Site compared to what is anticipated through the existing zoning. The design and layout of the Project, combined with the proposed conditions of resource consent, will also ensure that any adverse effects of the Project will be managed appropriately (and largely internalised within the Site). Nevertheless, the Project is a substantial development for the Canterbury region and in the context of its existing zoning, it is anticipated that the application for resource consent would be notified under the RMA, at least on a limited basis.

3.7 Notification of the application for the Project would substantially increase the potential for delay to the commencement of the Project. If the application was the subject of a contested hearing, it could take up to 12 – 18 months from lodgement before a decision on the Project is issued. That decision would be subject to normal appeal rights to the Environment Court, which may result in a further 12 – 24 month delay before construction could commence (assuming consent is ultimately granted). Under that scenario, it is possible that if an application for the Project is lodged by the end of 2025, delivery of the Project might not commence until mid-2029.

3.8 Based on the default timeframes within the FTAA, a decision on a substantive application for the Project could be issued within four to six months of lodgement. That decision would not be subject to the same risk of appeal, given that appeals are only allowed on questions of law and are limited to specific parties. On this basis, obtaining approvals under the FTAA could

² A net present value of **§ 9(2)(b)(ii)** at an 8% discount rate.

result in the Project being approved up to three years earlier than it might otherwise be under the RMA.

- 3.9 If approvals are granted via the FTAA, HDL will be able to progress the design and engineering detail of the Project to enable the Project to commence within 12 months of obtaining the relevant approvals. In that regard, HDL has an exemplary track record with moving swiftly to deliver housing that has been authorised through fast-track consenting processes. Under the COVID-19 Recovery (Fast-track Consenting) Act 2020 (**COVID Act**), HDL secured resource consents for 970 lots at Faringdon South West and South East. Within 16 months of receiving those consents, all lots and supporting infrastructure were established, and almost all lots had been sold.
- 3.10 Importantly, while the FTAA process would enable the Project to be processed in a more timely and cost-effective way, it also enables participation from parties that will experience the most change as a result of the Project. The decision-making requirements of the FTAA will also ensure that the substantive application is robust. To that end, HDL's technical experts have been involved in assessing the Site and the surrounds and advising on the design and layout of the Project since the beginning of 2024. They are well-regarded, experienced in both RMA and fast-track consenting processes, and have long-standing relationships with HDL in delivering housing projects throughout the Canterbury region. In summary, HDL along with its technical team have both the capability and the expertise to support a comprehensive substantive application for the Project through the FTAA process and to promptly deliver the housing enabled by that application, if it is granted.

Referring Bangor Village to the fast-track approvals process is unlikely to materially affect the efficient operation of the fast-track approvals process (section 2.6.2.2)

- 3.11 Neither the Project itself nor the approvals it requires are especially complex. The only forms of approval being sought would be district and regional resource consents under the RMA (described below) to authorise a residential subdivision (including supporting infrastructure) in a residential zone, and potentially approval under the Wildlife Act 1953 to capture and relocate lizards and/or other wildlife that may be living on the Site.
- 3.12 For the most part, the environmental considerations arising in relation to those approvals are typical for similar developments across Canterbury. There is no designation, concession, land exchange, conservation covenant, archaeological authority, marine consent or access arrangement required in relation to the Project.
- 3.13 HDL is a well-funded and established development company with particular experience in progressing its projects (successfully) through fast-track consenting processes. It has assembled a team for the Project who also has significant experience in that regard and, along with its team, HDL has invested significant time and resources exploring the constraints and opportunities of the Site and its surrounds that have in turn shaped the development of the Project. That has culminated in a significant body of technical work which has informed the Project to date and which will provide the basis for the substantive application if the Project is referred.
- 3.14 The Project has also been specifically informed by consultation undertaken by HDL with Mahaanui Kurataiao Limited on behalf of Te Taumutu Rūnanga, Whitiara Centre Limited on behalf of Te Ngāi Tūāhuriri Rūnanga, Selwyn District Council, Environment Canterbury (**ECan**), and the New Zealand Transport Agency Waka Kotahi (**NZTA**). HDL is committed to working with these parties to ensure that any concerns are addressed to the greatest extent possible prior to lodgement of the substantive application. That will involve ongoing consultation with

those parties prior to lodgement where possible, and provision of the draft substantive application for comment prior to lodgement.

Bangor Village will increase the supply of housing, address housing needs, or contribute to a well-functioning urban environment (within the meaning of policy 1 of the National Policy Statement on Urban Development 2020) (section 2.6.2.5)

- 3.15 The Project will increase the supply of housing, address housing needs, and will contribute to a well-functioning urban environment, for the reasons addressed below.

Increase the supply of housing and address housing needs

- 3.16 The Project will significantly increase the supply of housing in the Canterbury region, enabling the delivery of approximately 700 – 800 new homes within the Darfield township. That represents a net increase in the total housing capacity within Darfield over the medium term by a substantial 18-21%, which will contribute to maintaining the relative affordability of housing in this part of the Canterbury region.
- 3.17 As discussed further below, the proposed lot sizes will enable a diverse range of housing typologies to meet different housing needs in this part of Canterbury.

Contributing to a well-functioning urban environment

- 3.18 Policy 1 of the NPS-UD includes a list of attributes which make urban environments “well-functioning”. The part of the Canterbury region within which the Site is located does not meet the definition of an “urban environment” under the NPS-UD, however the attributes set out in Policy 1, along with the relevant SDP directions and best practice urban design principles, have guided the design and layout of the Project and its relationship to the existing township, as discussed below.

...have or enable a variety of homes that meet the needs, in terms of type, price and location, of different households and enable Māori to express their cultural traditions and norms

- 3.19 The Project will significantly increase the supply of housing in the Canterbury region, and will increase the range of available typologies more generally – offering a lower, more spacious density than currently available in Rolleston and other larger urban centres, and a higher density than currently enabled on the Site. This will provide increased choice and affordability for smaller households or existing residents in Darfield looking to downsize while remaining connected to the township. It will also provide choice for those wanting to reside in this part of Canterbury, but who are priced out of the Rolleston or Lincoln market or who want larger properties than are currently available in those centres.

- 3.20 As described further below, the Project has been designed to account for the feedback received to date from the advisors on behalf Te Ngāi Tūāhuriri Rūnanga and Te Taumutu Rūnanga. In that regard, the Project will be delivered in a manner which seeks to recognise and align with matters of importance to mana whenua.

...have or enable a variety of sites that are suitable for different business sectors in terms of location and site size

- 3.21 Two lots will be created within the Project which will provide the opportunity for community and/or local commercial activities to support the functioning of Bangor Village, once established, as well as the existing Darfield township. The size of those lots has been selected

to enable the establishment of a school and/or a small supermarket, and their location within the Site is intended to enable easy accessibility to the wider township. Any approvals for the land use components of the community and/or commercial activities will be sought separately to this Project.

- 3.22 Thoughtful master-planning, including through provision for supporting activities, amenities and infrastructure in appropriate locations, is a defining feature of the approach taken by HDL to all of its developments. By future proofing these locations within Bangor Village for a potential school and supermarket, HDL can proactively deliver a more coherent and integrated new neighbourhood that meets the needs of future communities.

...have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport

- 3.23 As described in the preliminary Urban Design Statement (**Attachment A**), supporting accessibility and connectivity has been a key driver of the Project's design and layout. The Site itself comprises the majority of the north-west quadrant of the existing Darfield township, centered around the intersection between SH73 and SH77 / Bangor Road. Completion of the Project will therefore contribute to a compact concentric urban form as anticipated by relevant planning documents, including the Malvern 2031 Area Plan with respect to Darfield in particular.

- 3.24 As the Site is a large landholding with one owner (HDL), a master-planned approach to development of the Site will avoid future ad hoc subdivision which may otherwise occur with larger lot sizes of the kind envisaged by the LLR zoning. This can result in fragmented street networks, inefficient infrastructure provision, and inconsistent character which ultimately impedes the ability to achieve a connected and legible suburban environment. Instead, as set out in the Urban Design Statement, the Project will enable an integrated and connected neighbourhood.

- 3.25 The proximity of the Site to the township and to other major employers in this part of Canterbury ensures excellent access to jobs, community services and natural and open spaces. Pedestrian and cycleways within the Site will provide active transport connections for residents to the proposed reserve and open space network that will be centrally located within the Site around the existing water race that will be enhanced as part of the Project, and to McHughs Forest Park across SH73 which hosts a number of walking and biking trails. Road layouts and widths within the Site have been designed to ensure that they will not preclude future public transport routes from being established.

...support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets

- 3.26 The Project will deliver a net increase on the total housing capacity in Darfield over the medium term by 18 – 21%. The Economics Assessment (refer **Attachment C**) confirms that this substantial increase will make a significant contribution to supporting a competitive housing market and maintaining relative housing affordability in this part of the Canterbury region.

...support reductions in greenhouse gas emissions

- 3.27 The ways in which the Project will support reductions in greenhouse gas emissions are addressed at paragraph 3.37.

...are resilient to the likely current and future effects of climate change

- 3.28 In the New Zealand context, the effects of climate change will be most acutely experienced in areas that are susceptible to sea-level rise and natural hazard risk, particularly flooding. Sea-level rise is not an issue for the Project, given its location. The Site is not in a high flood hazard area (according to the Selwyn District Council mapping). Flood modelling undertaken by Selwyn District Council does however indicate that parts of the Site (along with the vast majority of the Selwyn district) may be affected by a 1 in 200 year (or 0.5% Annual Exceedance Probability (**AEP**)) flood event and a 1 in 500 year (0.2% AEP) flood event.³
- 3.29 In response, the stormwater management infrastructure within the Project will be designed to accommodate flood flows up to and including the 1-500 year (or 0.2% AEP) event. Flood flows exceeding that event will be stored within roadside swales and, if required, directed away from the future dwellings through secondary flow channels along the roads. The Project will also ensure (through the Engineering Approvals process) that all dwellings within the Site are constructed to achieve a finished floor level with at least 300mm clearance above the 0.5% (1 in 200 year) AEP event.
- 3.30 With those measures in place, the 700 – 800 new homes enabled through the Project will be resilient to the current and likely future effects of climate change.

Bangor Village will deliver significant economic benefits (section 2.6.2.6)

- 3.31 The Economic Assessment identifies that the Project will deliver the following significant economic benefits and impacts:
- (a) Significantly increasing the housing supply in Darfield to help meet housing needs and support a more competitive housing market generally, and a more competitive greenfield low density market specifically, in the short-medium term.
 - (b) Supporting the supply of more affordable housing (to buy and rent) relative to status quo planning provisions in the short-medium term in a district facing steady increases in median house prices and mean rents.
 - (c) Generating at least **§ 9(2)(b)(ii)** of total direct, indirect and induced value added for the regional economy⁴ and sustaining:
 - (i) approximately **§ 9(2)** full-time equivalent (FTE) jobs (on average) associated with design, infrastructure and civil construction over an 8.5-year delivery period;
 - (ii) approximately **§ 9(2)(b)** FTE jobs (on average) associated with building construction over a 10-year delivery period.
 - (d) Contributing to a well-functioning urban environment by encouraging higher density development/intensification in the short-medium term (i.e. more efficient use of the land resource relative to the status quo planning provisions) in a location where households will have good accessibility to employment (including agricultural and agricultural product processing jobs), shops and services, schools, recreation and open space.

³ Selwyn District Council, Selwyn's flooding and coastal hazards, Flooding map, <https://apps.canterburymaps.govt.nz/SelwynNaturalHazards/>.

⁴ A net present value of **§ 9(2)(b)(ii)** at an 8% discount rate.

Bangor Village will support primary industries (section 2.6.2.7)

- 3.32 As outlined in the Economic Assessment, primary industries are a key part of Canterbury's economy, as one of the highest value contributors to the GDP of the region. Canterbury is New Zealand's largest agricultural region by GDP, contributing 20% of the country's total agricultural output. Dairy product manufacturing in particular is consistently the highest value export from Canterbury (approximately \$4bn in 2021).⁵ Food and fibre export revenues are expected to reach \$59.6b in the year through to 30 June 2025, and that strong growth is forecast to continue.⁶
- 3.33 Within that context, the township of Darfield – and the Site in particular – is ideally situated to provide additional accommodation to support the ongoing growth of primary industries in the Canterbury region. The township is surrounded by working farms and is located in close proximity to the Fonterra Dairy Factory (a six minute drive from the Site).
- 3.34 Additional housing in this key area of the Canterbury region will increase the opportunity for workers in primary industry to live closer to their workplaces and to find suitable and affordable accommodation. It will also reduce commuting times and consequential costs for workers (compared to Rolleston), which will increase the appeal of employment in primary industries.
- 3.35 Furthermore, increasing housing supply on land already zoned for that purpose will mean that more productive land in the Canterbury region is preserved for other uses including primary production.
- 3.36 In these ways, the Project will have a positive impact on primary industry within the Canterbury region.

Bangor Village will support climate change mitigation, including the reduction or removal of greenhouse gas emissions (section 2.6.2.9)

- 3.37 As a higher density housing development on land that is zoned for residential purposes and is located within an existing township, the Project will support a compact urban form that:
- (a) reduces reliance on private vehicle travel, particularly for accessing community facilities and open and natural spaces;
 - (b) is a more efficient use of residential zoned land than a lower density form of housing, which reduces the quantum of carbon intensive infrastructure and roading connections required to service the housing;
 - (c) provides more housing choice for existing residents in this part of the Canterbury region to remain in place within the community, rather than having to relocate elsewhere and travel back to Darfield; and
 - (d) prioritises the protection and enhancement of natural features which support the removal of greenhouse gas emissions, including extensive planting and green spaces, and the enhancement of an existing water race which traverses the Site.
- 3.38 In these respects, the Project will support a reduction in greenhouse gas emissions.

⁵ Environment Canterbury, *Economy, jobs and trends*, Figure 2, <https://www.ecan.govt.nz/your-region/plans-strategies-and-bylaws/what-we-know/regional-overview/economy-jobs-and-trends>.

⁶ Ministry for Primary Industries, *Situation and Outlook for Primary Industries*, June 2025.

Bangor Village will support climate change adaption, reduce risks arising from natural hazards, or support recovery from events caused by natural hazards (section 2.6.2.10)

- 3.39 The Site is not subject to any coastal hazards that may arise or be exacerbated by the effects of climate change. Based on the modelling undertaken by Selwyn District Council, the Site may be affected by flooding in both a 1 in 200 year (0.5% AEP) event and a 1 in 500 year (0.2% AEP) event.⁷
- 3.40 Consequently, the stormwater management proposed as part of the Project will be designed to accommodate flood flows up to a 1 in 500 year (0.2% AEP) event and as part of the Engineering Approvals process all dwellings will be required to achieve 300mm clearance in the 1 in 200 year (0.5% AEP) event.
- 3.41 Geotechnical analysis undertaken for the Project confirms that the Site is not subject to risks associated with erosion, land instability or liquefaction and is suitable for residential development.

Bangor Village is consistent with local or regional planning documents, including spatial strategies (section 2.6.2.12)

- 3.42 The following local and regional planning documents are relevant to the Project:
- (a) The CRPS.
 - (b) The LWRP.
 - (c) The SDP.
 - (d) Waikirikiri Ki Tua Future Selwyn (**Future Selwyn**).
 - (e) The Malvern Area Plan 2031 (**Area Plan**).
 - (f) Mahaanui Iwi Management Plan (**IMP**).⁸
- 3.43 For the reasons set out below, the Project is consistent with, and will help achieve, the majority of relevant directions within these planning documents.
- 3.44 The anticipated density of the Project is considerably higher than contemplated by the operative LLR zone in the SDP. As discussed below however, the applicable spatial strategies, along with directions within the CRPS and the SDP itself, provide strong support for realising a higher density in this location, as has been recognised and accounted for as part of Selwyn District Council's most recent wastewater infrastructure upgrades.
- 3.45 The balance of this section addresses how the Project responds to the directions of the local and regional planning documents as they relate to key themes of particular relevance to the Project.

⁷ Selwyn District Council, Selwyn's flooding and coastal hazards, Flooding map, <https://apps.canterburymaps.govt.nz/SelwynNaturalHazards/>.

⁸ HDL has been undergoing consultation with Mahaanui Kurataiao Limited, who have provided preliminary advice which includes a section identifying the relevant parts of the IMP that are triggered by the Proposal.

Urban form and growth

- 3.46 Chapter 5 of the CRPS includes objectives and policies relating to the location, design and function of urban development of the Canterbury region. It directs development towards achieving consolidated, well designed and sustainable growth in and around existing urban areas as the primary focus for accommodating the region's growth.⁹ Development should also be designed to enable people and communities including future generations to provide for their wellbeing, and to provide sufficient housing choice to meet the region's housing needs.¹⁰
- 3.47 The SDP directions relating to urban form and development reflect these higher order objectives, directing urban growth to be located only within or adjoining existing townships and in alignment with the Township Network and in a manner that is well integrated with the efficient provision of infrastructure.¹¹ Darfield is identified in the SDP as a "Service Township" within the Township Network of Selwyn meaning it functions "based on providing a high amenity residential environment and primary services to Rural Townships and surrounding rural area" – it is also identified as a Key Activity Centre for the wider district.¹² Under the SDP, new urban areas are to support the role and function of settlements within the Township Network.¹³
- 3.48 Since decisions on the SDP were notified, Selwyn District Council has released Future Selwyn, which is a strategic growth document for the district that also directs growth in accordance with the township network.¹⁴ It identifies Darfield as a "Strategic Town", which is a commercial, economic, social and civic centre for its respective area.¹⁵ Strategic Towns are located on strategic routes; are supported by enabling infrastructure; are projected to experience substantial growth; and are also identified as being able to support a broader range of services and activities into the future.¹⁶
- 3.49 Future Selwyn notes that Selwyn has faced considerable urban growth and outward urban expansion, which has contributed to the progressive loss and fragmentation of land for primary production. Future Selwyn also identifies that:¹⁷
- (a) low-density, dispersed urban form and the current urban development model is a highly inefficient use of land;
 - (b) greater intensification should occur around town centres;
 - (c) more intensive developments are either not commercially feasible or may not become commercially feasible to developers for some time; and
 - (d) notwithstanding the above, over the next thirty years Selwyn will need an additional 33,000 homes in residential areas.¹⁸
- 3.50 The Project aligns with those directions by providing for a higher density outcome on the Site, which is located in close proximity to the Darfield township.

⁹ Canterbury Regional Policy Statement 2016 (**CRPS**), Objective 5.2.1(1), Policy 5.3.1(1).

¹⁰ CRPS, Objective 5.2.1(2), Policy 5.3.1(2).

¹¹ Partially Operative Selwyn District Plan (**SDP**), SD-UFD-O2(1), SD-UFD-O4(1).

¹² Refer definition of "Township Network" in the SDP.

¹³ SDP, UG-P7(2).

¹⁴ Waikirikiri Kī Tua Future Selwyn, Te Kiteka Takiwā (**Future Selwyn**), LLCT-1.

¹⁵ Future Selwyn, District Picture.

¹⁶ Future Selwyn, District Picture.

¹⁷ Future Selwyn, Natural Environment, Priority of Opportunities; Homes and Places, Intensification; and Urban Form Direction, Place.

¹⁸ Future Selwyn, Homes and Places, Housing Supply and Quality.

- 3.51 The SDP directs urban growth to, among other outcomes:
- (a) achieve high quality urban environments which integrate with existing residential neighbourhoods;¹⁹
 - (b) provide for urban intensification of existing land within urban zones, including through implementation of a development plan such as the Area Plan;²⁰
 - (c) coordinate with the provision of infrastructure;²¹ and
 - (d) protect the health and well-being of water bodies.²²
- 3.52 Of particular relevance to the Project, the Area Plan (adopted in 2016):²³
- (a) Identifies that there is a significant oversupply of low-density land in Darfield (between 5,000m² – 2ha) and that oversupply:
 - (i) does not support a compact, concentric urban form;
 - (ii) underutilises greenfield land; and
 - (iii) results in inefficiencies and inequitable costs in terms of infrastructure delivery.
 - (b) Identifies that there are opportunities to facilitate more intensive housing typologies within close proximity to the Darfield town centre to better meet the needs of the wider community.
- 3.53 The SDP direction to provide more intensive housing typologies and improved housing choice is also reflected in Future Selwyn, which identifies that higher density accommodation will be particularly appropriate for Strategic Towns, such as Darfield.²⁴
- 3.54 The Project is consistent with the CRPS and SDP objectives and policies outlined above and with Darfield's function as a Strategic Town in Future Selwyn. In particular:
- (a) The Site is located within the existing Darfield township, in close proximity to existing community facilities including McHughes Forest Park, the Darfield Reserve, Darfield High School, and the main town centre.
 - (b) The Project has been designed to integrate and connect with the existing township and surrounding land uses, and will be supported by enabling infrastructure, including the recent wastewater upgrades which now connect Darfield to Selwyn District Council's existing network.
 - (c) It will protect and enhance existing natural features including the water race and existing areas of vegetation within the Site.
 - (d) The Project will also provide increased housing choice through a higher density offering, located in strategic areas of the Site.

¹⁹ SDP, UG-01(1) and UG-01(6).

²⁰ SDP, UG-P17.

²¹ SDP, UG-01(7).

²² SDP, UG-01(4).

²³ Malvern Area Plan 2031, pages 24 – 25.

²⁴ Future Selwyn, Urban Form Direction.

- 3.55 In terms of the Site’s zoning, the SDP directions for the LLR zone seek to provide for residential activity on a large site and require a “very low density and spacious residential character” through managing the density of development and managing the height, bulk and form of development.²⁵ For proposals involving subdivision, site sizes are directed to reflect those anticipated development outcomes.²⁶ For land that is subject to an Outline Development Plan (**ODP**), the SDP requires that subdivision is also managed to ensure that the outcomes intended by that Plan are met.²⁷
- 3.56 Development Area DA3 in the SDP (**DEV-DA3**) is an ODP which applies to the Site. DEV-DA3 is a legacy development plan, having been rolled over from the previous district plan in 2015. It includes specific features, including an indicative road alignment and cycle/pedestrian route, setbacks and a noise control boundary adjoining the State Highways along SH73. It also includes specific directions in the accompanying ODP narrative. Those directions anticipate that the Site will provide for a “low density residential style” of development, with an overall average lot size of 1ha.²⁸ DEV-DA3 nevertheless recognises that the area may transition to higher density residential living over time, and therefore directs that at the time of subdivision, consideration is given to “future proofing infrastructure for higher densities”.²⁹
- 3.57 Those directions have remained unchanged since DEV-DA3 was first included in the previous district plan in 2015; however, since that time, both the housing market in this part of the Canterbury region and the directions of the higher order documents relating to the provision of housing have changed significantly. As set out in the Economic Assessment, the Canterbury region – and the Selwyn district in particular – has experienced a rapid, consistent surge in housing prices over the last five years in the face of significant population growth in that area and a shortage of available housing capacity. In that context, both the CRPS, and the SDP in particular, include strong directions towards providing for higher density accommodation in appropriate locations to meet housing needs within the region.
- 3.58 In that context, developing the Site for the lower density outcomes anticipated by the LLR zone and DEV-DA3 in the first instance represents a wholly inefficient use of the Site. Delivering those lower density outcomes while preserving the opportunity through infrastructure capacity upgrades for higher density in the future is also not feasible or realistic as it would not deliver the yield required to service those upgrades.
- 3.59 In summary, while the Project cannot be said to be consistent with the objective of the LLR zone (in terms of the anticipated density outcomes), it is otherwise entirely consistent with the objectives and policies of the CRPS and the SDP as they relate to urban growth and form, and the aspirations of Future Selwyn and the Area Plan for Darfield. It also delivers the higher density outcomes that have been anticipated for this Site since 2015, while seeking to preserve a spacious residential character around the perimeter of the Site to better integrate with the surrounding land uses.

Infrastructure

- 3.60 The key themes from the relevant local and regional planning documents relating to infrastructure include:

²⁵ SDP, LLRZ-O1, LLRZ-P1.

²⁶ SDP, SUB-O3.

²⁷ SDP, SUB-P5.

²⁸ SDP, DEV-DA3, Land Use.

²⁹ SDP, DEV-DA3, Land Use.

- (a) integrating development with the safe, efficient and effective provision of infrastructure and transport networks, connections and modes to provide for sustainable and efficient movement;³⁰
- (b) ensuring that development is appropriately and efficiently served by waters infrastructure;³¹
- (c) requiring stormwater run-off volumes and peak flows to be managed so they do not exacerbate the risk of inundation, erosion or damage to property or infrastructure or risks to human safety;³² and
- (d) promoting transport choice through enabling safe, multi-modal connections and access to public transport.³³

3.61 The SDP also includes specific directions relating to transport matters and infrastructure in DEV-DA3.³⁴

3.62 The transport and infrastructure servicing features of the Project are addressed in the memoranda from Novo Group (**Attachment D**) and Davie Lovell Smith (**Attachment E**).

3.63 In relation to transport, careful consideration has been given to the access arrangements to the Site to ensure the ongoing safe operation of the adjoining State Highway network and the efficient movement of future residents within and from the Site. In accordance with the DEV-DA3 directions and at the request of NZTA, no vehicle access is provided to SH73, although a pedestrian/cycle connection is proposed to enable easy access for residents across SH73 through to McHughes Forest Park. Two vehicle accesses to the Site are proposed from Bangor Road, with the primary access leading into the main north-south boulevard running through the middle of the Site. The balance of the roading layout will comprise local collector roads and smaller accessways which will frame the blocks, and will be supported by a network of share paths that will link the residential lots to key destinations within and adjoining the Site.

3.64 Preliminary analysis undertaken by Novo Group confirms that the internal road network proposed can be designed to ensure the safe and efficient movement of pedestrians and vehicles throughout the Site. The provision of shared paths as part of the Project will also promote transport choice. That analysis also confirms that there is likely to be sufficient capacity within the adjoining network to accommodate vehicle movements generated by the Project. If upgrades are required to support the Project, there is sufficient space within the existing road network to undertake those upgrades.

3.65 In relation to waters infrastructure:

- (a) Selwyn District Council has recently completed a significant infrastructure project that connects Darfield township's wastewater to the Pine Wastewater Treatment Plan in Rolleston via a gravity sewer pipe.
- (b) The Site falls within an identified growth area of Darfield to be serviced by that system, and the flow allowance for that area will accommodate the anticipated yield for the Project. To connect to the system, either a 1800m rising main will be installed along Bangor Road through to a network connection point at the corner of Cardale

³⁰ CPRS, 5.3.2(3); SDP, TRAN-01, UG-02(3), UG-P12.

³¹ CRPS, 5.3.6; LWRP, 4.15; SDP, UG-01(7). See also Future Selwyn at QI-1 – QI-7.

³² LWRP, 4.17.

³³ SDP, TRAN-01, TRAN-P6. See also Future Selwyn at SAT-1 – SAT-5.

³⁴ See for example SDP, DEV-DA3, Access and Transport.

Street and Telegraph Road, or alternatively HDL will work with SDC to install a gravity main in closer proximity to the Site which would also enable connection to the reticulated network from other parts of Darfield. A proposed pumpstation will also be established on the Site to facilitate the flow of wastewater to the network connection point. Within the Site, a gravity network consisting of 150mm sewer mains will be constructed, along with flushing tanks (where gradients require). Each lot will be serviced by a 100mm lateral connecting to those sewer mains.

- (c) Potable water supply servicing for the Project will be provided through connections from the Site to Selwyn District Council's reticulated system, which also has sufficient capacity to accommodate the anticipated flow demand. Water within the development will be supplied by a reticulated pipe system located within the road berms. It is expected that at least three watermain connections to the surrounding network will be required to service the whole of the Project.
- (d) All water and wastewater connections will comply with the Selwyn District Council Engineering Code of Practice, and will be vested in Selwyn District Council on completion.
- (e) Stormwater from the Project will be managed through the use of sumps and soakpits, designed to accommodate flows from roads within the Site up to a 1 in 500 year (0.2% AEP) critical duration event with additional capacity provided for run-off from soakpits within private lots. Submerged inlets to soakpit manholes will trap floatable contaminants and rubbish. The operational stormwater infrastructure will vest with Selwyn District Council along with the relevant stormwater discharge consent.
- (f) Through these measures, the Project will be appropriately and efficiently served by waters infrastructure, and will otherwise be consistent with the directions of the local and regional planning documents which relate to infrastructure.

Earthworks

- 3.66 The SDP directs that earthworks are to be undertaken in a manner that limits adverse effects on the surrounding environment.³⁵ In achieving that objective, earthworks are to be managed to limit erosion, inundation and siltation so that they do not impede the functioning of natural biological and physical processes, and so that temporary adverse visual amenity and nuisance effects are managed during construction.³⁶
- 3.67 Approximately 115,000m² of bulk earthworks (involving cut and fill) will be undertaken as part of the Project to form and shape the residential allotments, the formation of roads and the installation of necessary servicing. In accordance with the SDP directions, earthworks will be managed through a detailed erosion and sediment control plan and a dust management plan which will be provided to Selwyn District Council for certification prior to the commencement of any earthworks.

Noise

- 3.68 The provisions of the CRPS and the SDP seek to protect the State Highway and designated rail network from reverse sensitivity effects by either avoiding noise sensitive activities near that infrastructure or ensuring that noise mitigation for those activities is provided.³⁷ Noise

³⁵ SDP, EW-01.

³⁶ SDP, EW-01, EW-P3, EW-P5. See also Mahaanui IMP at P9.3, P9.4 and P11.1.

³⁷ CRPS, 5.2.1(2)(f) and 5.2.1(2)(g), 5.3.2(2)(b); SDP, NOISE-02, NOISE-P2.

control overlays are in place over both State Highways adjoining the Site, and over the Midland Rail Line which adjoins SH73 near the Site. Each of those overlays extend part way into the Site.

- 3.69 In response to those overlays and the CRPS and SDP requirements for noise-sensitive activities in those areas, a 3m acoustic barrier will be established along the two Stage Highway frontages, comprising either a 1m bund and 2m high fence or a 3m fence. Consent notices requiring long term maintenance of that barrier will be registered on the titles of the affected lots following subdivision.

Ecology

- 3.70 The provisions of the relevant local and regional planning documents direct that:

- (a) Development is located and designed to maintain and, where appropriate, enhance the overall quality of the natural environment.³⁸
- (b) The life-supporting capacity and mauri of Canterbury's ecosystems is safeguarded.³⁹
- (c) The overall quality of freshwater in the region is maintained or improved, and the life supporting capacity, ecosystem processes and indigenous species and their associated freshwater ecosystems are safeguarded.⁴⁰
- (d) The management of freshwater applies the ethic of ki uta ki tai – from the mountains to the sea – recognising that land and water are integrated natural resources and that there is connectivity between surface water and groundwater, and between fresh water, land and the coast.⁴¹
- (e) Threatened or At-Risk Species and indigenous biodiversity and their habitats are protected by avoiding significant adverse effects, and avoiding, remedying or mitigating other adverse effects of activities on those species and their habitats.⁴²
- (f) Riparian margins along waterways should be protected, be healthy, and promote native riparian vegetation.⁴³

- 3.71 To the extent they are engaged by the existing features of the Site, the Project is consistent with these directions by seeking to maintain and, where appropriate, enhance those features as part of the development.

- 3.72 There is currently a local line of the Malvern Water Race which traverses through the centre of the Site. The water race (including its local and lateral lines) is an artificial watercourse that primarily exists to provide fresh drinking water to stock animals and other irrigation and firefighting functions. A preliminary assessment of the water race undertaken by Aquatic Ecology confirms that the ecological quality of those lines is significantly degraded, with limited ecological value. As part of the Project however, the water race will be retained and enhanced as a key placemaking feature within the development.

³⁸ CRPS, 5.2.1(2)(a). See also Future Selwyn at RDL-1 – RDL-5 and TEB-1 – TEB-4.

³⁹ CRPS, 9.2.1.

⁴⁰ CRPS, 7.2.1; 7.2.3. See also Future Selwyn at HW-1 – HW-5, and Mahaanui IMP at WM2.2 and WM6.2.

⁴¹ CRPS, 7.2.4(1).

⁴² SDP, ECO-P6; Mahaanui IMP at TM2.

⁴³ Mahaanui IMP at WM12.2, WM12.4, WM12.6 WM13.1 and WM13.2.

- 3.73 In addition, there is a copse of mature trees currently on the Site (comprising both exotic and native species) that will be retained and enhanced (including the provision of additional native planting) to become a focal point for the expansive open space area proposed in the central part of the Site. Extensive landscaping is also proposed along the road corridors and the water race.
- 3.74 A preliminary ecological survey of the Site indicates that potential habitat areas within the Site have negligible value for herpetofauna and as such they are unlikely to be present within the Site. Nevertheless, HDL has commissioned a more detailed survey of the Site to confirm the existence of lizard habitat (or otherwise). If lizard habitat is identified and is likely to be affected by the Project, a wildlife approval will be sought for the capture and relocation of those lizards to a protected area.
- 3.75 In terms of avifauna, the majority of the existing mature trees will be retained on the Site which will ensure minimal disruption to any potential nesting habitats to native birds. Any clearance of trees that do contain nesting habitats will also be undertaken outside of the key breeding periods.

Natural hazards

- 3.76 The relevant CRPS objectives and policies seek to avoid development of land in high hazard areas where it increases natural hazard risks to people, property and infrastructure.⁴⁴ Under the SDP, development is to be avoided in areas where the risks from natural hazards are assessed as being unacceptable and in all other areas development is to be undertaken in a manner that ensures the risks of natural hazards to people, property and infrastructure are appropriately mitigated.⁴⁵ Future Selwyn directs that the resilience of towns to natural hazards and climate change is to be strengthened, and that growth is to be focused and incentivised in areas free from significant natural hazard risks.⁴⁶
- 3.77 The Site is not located in a high hazard area (as mapped by Selwyn District Council). Consequently, the directions of the local and regional planning documents relating to the management of natural hazards outside of that area apply. To that end, as discussed above, the Project will ensure that the stormwater management infrastructure will be designed to accommodate flood flows up to a 1 in 500 year (0.2% AEP) event, and as part of the Engineering Approvals process, all dwellings will be required to achieve 300mm clearance in the 1 in 200 year (0.5% AEP) event. Storage will be provided for flood flows above the 0.2% event and, if required, they will be directed via secondary flow channels away from the Site.

Contamination

- 3.78 Where development may occur on land which is potentially contaminated, the relevant local and regional planning documents direct that site investigations are undertaken to ascertain the nature and extent of any contamination, and the actual and potential effects of that contamination (where it is discovered) must be avoided, remedied or mitigated to avoid further significant adverse effects.⁴⁷ The SDP requires that a best practice approach is adopted to investigate the risks of contamination, and to either remediate the contamination or manage activities on contaminated land to protect people and the environment.⁴⁸

⁴⁴ CRPS, 11.2.1, 11.3.1.

⁴⁵ SDP, NH-O1.

⁴⁶ Future Selwyn, LLCT-7 and LLCT-8.

⁴⁷ CRPS, 17.3.2; LWRP, 3.23. See also Mahaanui IMP at P10.1.

⁴⁸ SDP, CL-O1, CL-P1, CL-P2.

- 3.79 A combined preliminary and detailed investigation of the Site has been undertaken by ENGEO Limited. That investigation identifies the existence of heavy metal concentrations in specific parts of the Site which exceed the guideline values in the NES-CS. In most cases, the affected soils can be retained and used on Site (for the open space areas, for example). Where that is not possible (owing to the concentrations and the risks to human health), those soils will be remediated and/or removed to a specialist landfill. HDL has commissioned further investigations of the Site to confirm the extent of soils requiring remediation and/or removal as part of the Project, and to inform the development of a remedial action plan in relation to those soils.

4 SECTION 3.1: APPROVALS REQUIRED

The approvals sought under the Resource Management 1991 for Bangor Village (section 3.1.1)

- 4.1 The only approvals for the Project to be sought under the RMA are resource consents required as a result of sections 9(1) – (3) and 15.

Partially Operative Selwyn District Plan

- 4.2 The SDP is a district plan under section 73(1) of the RMA.
- 4.3 All necessary resource consents required under the SDP for the Project will be sought, including:

SUB – Subdivision

- (a) SUB-REQ1.1: Non-compliance with the minimum average net site area of 5000m²: non-complying activity.
- (b) SUB-REQ1.2: Non-compliance with the minimum net site area of 3000m²: non-complying activity.
- (c) SUB-REQ3.1a: Non-compliance with aspects of the DEV-DA3 Outline Development Plan: discretionary activity.
- (d) SUB-REQ4: Non-compliance of some lots with the minimum frontage width of 30m: restricted discretionary activity.
- (e) SUB-REQ7.1c: Non-compliance with the maximum side block length of 250m: restricted discretionary activity.

EW – Earthworks

- (f) EW-REQ1.1: Non-compliance with maximum earthworks volumes (exceeds more than 150m³ per site): restricted discretionary activity.
- (g) EW-REQ3.1: Non-compliance with maximum earthworks depths: restricted discretionary activity.
- (h) EW-R5A: Subdivision involves earthworks on a site with an area larger than 1000m²: restricted discretionary activity.

- (i) EW-R5: Stockpiling of material greater than 250m³ or 4m in height: restricted discretionary activity.

LLRZ - Large Lot Residential Zone

- (j) LLRZ-R6.1: Non-compliance with maximum fencing heights: restricted discretionary activity.

TRAN – Transport

- (k) TRAN-REQ2.1: Formation of a vehicle crossing on an arterial road where the posted speed limit is 60km/hr or more: restricted discretionary activity.
- (l) TRAN-REQ4.1c: Non-compliance with the minimum sight distance from vehicle crossing of 45m: restricted discretionary.
- (m) TRAN-REQ18: Non-compliance with maximum access corridor widths of 10m: discretionary activity.

NATC – Natural Character

- (n) NATC-R1: Earthworks and stockpiles within 10m of a surface waterbody: restricted discretionary activity.

Canterbury Land and Water Plan

- 4.4 The LWRP is a regional plan under section 65(1) of the RMA.
- 4.5 All necessary resource consents required under the LWRP for the Project will be sought, including:
 - (a) Rule 5.176: Excavation of material that is within 50m of a surface waterbody: restricted discretionary activity.
 - (b) Rule 5.93: Discharge of operational phase stormwater from the Project into land: restricted discretionary activity.
 - (c) Rule 5.94B: Discharge of construction phase stormwater as part of the Project: restricted discretionary activity.
- 4.6 If land use consents are required to establish dwellings on the lots (once created), they will be sought separately at a later date under the RMA. Land use consents for dwellings are therefore excluded from the scope of the Project.

National Environmental Standard for Assessing and Managing Contamination in Soil to Protect Human Health 2011

- 4.7 The NES-CS is a national environment standard under section 43(1) of the RMA.

- 4.8 The following resource consent required under the NES-CS for the Project will be sought:
- (a) Clauses 9(6) and 10: Disturbance of potentially contaminated soil where it does not comply with the relevant thresholds under the NES-CS: restricted discretionary activity.

5 SECTION 3.4: ADVERSE EFFECTS

The anticipated and known adverse effects of Bangor Village on the environment (section 3.4.1)

- 5.1 A summary of the potential and known adverse effects of the Project on the environment are set out below, based on a series of technical assessments undertaken by experts appointed on behalf of HDL. These assessments address the following effects of the Project:
- (a) urban form, functionality, density and character, and effects on rural character;
 - (b) transport matters;
 - (c) infrastructure and servicing matters – stormwater, wastewater, flooding and water supply;
 - (d) contamination;
 - (e) flooding; and
 - (f) earthworks/construction activities.
- 5.2 In addition to these assessments, HDL has also obtained an assessment of the impact of the Project on the supply of housing within Darfield, as well as an assessment of the economic costs and benefits associated with the Project.
- 5.3 In summary, the Project has been designed to ensure that there are no significant anticipated or known adverse impacts on the environment, and that any adverse effects arising can be appropriately managed.

Urban form, density and character, and effects on rural character

- 5.4 The effects of the Project as they relate to urban form and character have been considered by HDL's urban design and planning experts. Those potential effects include:
- (a) Effects on the existing amenity and character of the surrounding environment.
 - (b) On-site residential amenity effects.
 - (c) Effects relating to pedestrian legibility, connectivity, and safety.
- 5.5 Those experts conclude that:
- (a) Potential effects on the existing amenity and character of the surrounding environment will be appropriately managed through:
 - (i) Carefully distributing lot sizes and densities. Larger lots (3,500m² – 1ha) will be located around the perimeter of the Site to integrate with the existing spacious

character of the neighbouring properties (particularly to the west and north of the Site). Moving from the perimeter of the Site, lots will gradually transition into smaller sizes, with the smallest lots (650m² – 850m²) locating around the main north/south boulevard and the generous central open space area towards the centre and south of the Site.

- (ii) Retaining and enhancing the existing rural features on the Site, including the shelterbelts and the water race, and integrating those with the network of open spaces.
 - (iii) Orientating lots and key corridors to provide long distance views to surrounding rural areas and to the Southern Alps.
 - (iv) The use of landscaping, acoustic bunds and rural-style fencing along the Site boundaries. These will contribute to the gradual transition in character from the rural properties adjoining the Site to the west and north in particular.
- (b) Potential on-site residential amenity effects will be negligible, and will be addressed through:
- (i) Clustering the different lot sizes in a coherent pattern throughout the Site to create distinctive neighbourhoods.
 - (ii) Orienting lots, roads, shared paths and the water race in a north-south alignment in order to achieve optimal solar access and promote legibility and placemaking.
 - (iii) Providing high quality open spaces with a variety of different functions.
- (c) Potential effects relating to pedestrian legibility, connectivity and safety will be managed through:
- (i) Utilising a hierarchy of connections to promote legibility and placemaking. The main north-south boulevard will be co-located with the water race, and will support extensive landscaping/tree canopies to visually reinforce its role and status. That will be supported by local roads, small accessways and a network of shared paths.
 - (ii) Promoting safe and attractive streets by prioritising active frontages, passive surveillance and landscape amenity.
 - (iii) Incorporating sightlines, passive surveillance, and tree canopy considerations into open space design to promote public safety.

Archaeology

- 5.6 There are no previously recorded archaeological or heritage sites in the immediate vicinity of the Site.
- 5.7 No archaeological or heritage constraints have been identified that cannot be addressed by standard discovery protocols.

Effects on cultural wellbeing

- 5.8 As discussed further below, HDL received preliminary feedback on the Project from Mahaanui Kurataiao Limited (**MKT**) on behalf of Te Taumutu Rūnanga and from Whitiora Centre Limited on behalf of Te Ngāi Tūāhuriri Rūnanga. That feedback includes specific recommendations for the Project. The ways in which the Project will incorporate and/or respond to those recommendations are described in **Attachment F**. Through those initiatives, the Project seeks to recognise and respond to the matters of importance to Taumutu Rūnanga and Te Ngāi Tūāhuriri Rūnanga.
- 5.9 HDL has consulted with Te Rūnanga o Ngāi Tahu in relation to the Project. Te Rūnanga o Ngāi Tahu confirmed that, given the engagement that has occurred with Papatipu Rūnanga, further engagement with Te Rūnanga o Ngāi Tahu in relation to the Project is not required at this stage.

Transport effects

- 5.10 There are potential transport effects of the Project relating to:
- (a) Additional traffic volumes during construction of the Project and resulting traffic from occupation of the proposed residential lots.
 - (b) The provision of access directly onto Bangor Road which is a State Highway with a speed limit exceeding 60km/h.
 - (c) The design and layout of the internal road network.
- 5.11 These effects have been assessed by Novo Group on behalf of HDL (**Attachment D**).
- 5.12 In relation to construction traffic, Novo Group concludes that any effects on the existing network will be negligible and can be managed by the implementation of appropriate Management Plans which will be required as conditions of consent.
- 5.13 In terms of access to the State Highway, preliminary analysis of the daily traffic volume along Bangor Road indicates that vehicle movements associated with occupation of the lots, once created, will be able to occur to/from the Site accesses with minimal delay. Similarly, vehicles turning left from West Coast Road onto Bangor Road will be able to do so without delay.
- 5.14 Detailed modelling will be required to confirm whether, and the extent to which, upgrades within the vicinity of the proposed Site accesses are required. However, Novo Group considers there is sufficient space within the relevant parts of the road corridor to undertake those upgrades, should they be required.
- 5.15 Novo Group also concludes that:
- (a) The proposed intersections with Bangor Road can be designed to ensure safe access to and from the Site without compromising the performance of the surrounding road network.
 - (b) The proposed internal roading network will be appropriately designed to support the safe and efficient movement of vehicles and pedestrians through the Site, and into the surrounding network.

Infrastructure and servicing effects

- 5.16 The Project has the potential to affect the capacity of the existing water supply and wastewater network, and the management of stormwater.
- 5.17 Those potential effects have been assessed by Daviel Lovell-Smith in its Infrastructure Report (**Attachment E**). Davie Lovell Smith confirms that:
- (a) There is sufficient capacity in the existing Selwyn District Council network to accommodate wastewater flows from the Site and to provide sufficient water supply to future residents, including for firefighting purposes.
 - (b) Wastewater and water supply will be provided to the Site through an internal network of pipes, which will be linked to the external connection points for wastewater (at the corner of Cardale Street and Telegraph Road) and water supply (in two locations along Bangor Road).
 - (c) These solutions are feasible and practical, and will ensure that the Project can be serviced without adversely affecting the existing water supply and wastewater networks.
 - (d) Various on-site mechanisms are proposed to facilitate the capture, storage and discharge of stormwater. These will be designed to appropriately manage flood risk and provide treatment of stormwater before it is discharged to ground.
- 5.18 With those measures in place, Davie Lovell Smith concludes that the potential infrastructure effects of the Project on existing networks and on the environment will be negligible.

Flooding effects

- 5.19 Davie Lovell-Smith identifies that the Project may experience potential effects from flooding in the 1 in 200 year (0.5% AEP) and a 1 in 500 year (0.2% AEP) events.
- 5.20 In response to those potential effects, the Project has been designed to accommodate flood flows up to and including 1 in 500 year event, with additional flows being stored within roadside swales, and if required, directed away from the future dwellings through secondary flow channels. All dwellings will also be constructed to achieve a finished floor level of at least 300mm clearance above the 1 in 200 year (0.5% AEP) event.
- 5.21 With those measures in place, Davie Lovell-Smith confirms that effects of flooding will be appropriately managed such that they are negligible.

Contamination effects

- 5.22 ENGEO has confirmed soils identified within the Site as potentially contaminated can largely be retained and used on Site (for the open space areas, for example). Where that is not possible (owing to the concentrations and the risks to human health), those soils will be remediated and/or removed to a specialist landfill. The proposed approach to managing contamination will be confirmed following the completion of further investigations that have been commissioned by HDL, and will be incorporated into the proposed conditions of consent.

Earthworks/construction effects

- 5.23 Bulk earthworks associated with the formation and shaping of the residential allotments, formation of roads and the installation of servicing have the potential to give rise to potential effects from dust, sediment and silt, and water erosion.
- 5.24 These effects will be appropriately mitigated through standard erosion and sediment control measures including through Management Plan processes and conditions of consent.

6 SECTION 3.5: PERSONS AFFECTED

A list of the persons, groups and/or entities who are likely to be affected by Bangor Village (section 3.5.1)

- 6.1 The following persons, groups and/or entities are considered to be affected by the Project:

Section 13(4)(j) directive	Party
(i) Relevant local authorities	Selwyn District Council and Environment Canterbury
(ii) iwi authorities and groups that represent hapū that are parties to relevant Mana Whakahono ā Rohe or joint management agreements	Te Rūnanga o Ngāi Tahu, Mahaanui Kurataiao Limited (Te Taumutu Rūnanga) and Whitiōra (Ngāi Tūāhuriri Rūnanga)
(iii) Other relevant iwi authorities	Not applicable
(iv) Relevant Treaty settlement entities	Not applicable
(v) Relevant protected customary rights groups and customary marine title groups	Not applicable
(vi) Ngā hapū o Ngāti Porou, if the project area is within or adjacent to, or the project would directly affect, ngā rohe moana o ngā hapū o Ngāti Porou	Not applicable
(vii) relevant applicant groups under the Marine and Coastal Area (Takutai Moana) Act 2011	Not applicable
(viii) persons with a registered interest in land that may need to be acquired under the Public Works Act 1981	Not applicable
Other	Party
Road controlling authority for the adjacent State Highway network.	NZTA

Table 2: *Affected parties.*

- 6.2 The design and layout of the Project have been designed in consideration of the existing amenity and character of the surrounding environment. To that end, larger lot sizes (up to

1ha) have been positioned around the periphery of the Site to preserve the more spacious character and to more closely align with the amenity outcomes already enabled by the LLR zoning of the Site. The other features of the Project including the boundary treatments and the roading layout otherwise broadly reflect the directions of DEV-DA3, which has applied to the Site since 2015.

- 6.3 Through those initiatives, the Applicant's experts consider that any adverse effects on adjoining properties will be avoided or otherwise appropriately addressed.
- 6.4 As outlined above, HDL is proposing to establish dedicated acoustic treatments along the boundaries of the Site with both State Highways (noting that the Midland Rail Line adjoins SH73). Those treatments will comply with the permitted activity standards in the SDP for acoustic mitigation relating to the establishment of noise sensitive activities in proximity to that transport infrastructure.⁴⁹ With those measures in place, KiwiRail Holdings Limited (as the controlling authority for the adjacent rail network) is not considered to be affected by the Project.

Summary of consultation undertaken with the above persons and/or groups considered likely to be affected by Bangor Village, and any other groups required to be consulted with under section 11 of the Act, and how the consultation has informed the Project (section 3.5.2)

Selwyn District Council

- 6.5 HDL has a long-standing relationship with the Selwyn District Council, having delivered extensive residential development in the Selwyn district over many years. HDL prides itself on its positive track record in the Selwyn district and on its strong relationship with the Council team.
- 6.6 Prior to lodging this application, HDL and some of its experts met with key members of Selwyn District Council to discuss the Project, the planning context (including the LLR zoning and the identification of the Site as an appropriate location for higher density), and to provide the opportunity for any initial feedback from the Council.
- 6.7 As outlined in **Attachment G**, Selwyn District Council representatives were supportive of the proposed approach to stormwater management and provided some initial comments on the proposed wastewater servicing arrangements. The Infrastructure Report was subsequently updated to reflect that feedback. HDL is committed to ongoing discussions with Selwyn District Council and its Asset team throughout the substantive application process.

Environment Canterbury

- 6.8 HDL has similarly strong relationships with Environment Canterbury and met with relevant representatives to discuss the Project prior to lodging this application.
- 6.9 At that meeting, those representatives confirmed that the resource consents described in this application will be required for the Project under the LWRP. Those representatives also emphasised the importance of robust management plans for addressing effects of construction (including stormwater discharge) on the environment. HDL will ensure that a suite of conditions requiring management plans to address those matters are included as part of the substantive application, should the Project be referred.

⁴⁹ Partially Operative Selwyn District Plan, NOISE-R3.

- 6.10 Environment Canterbury’s representatives also confirmed it would like to review the proposed approach to capture and relocation of lizards or other wildlife, should that be required. HDL has committed to providing that information to Environment Canterbury once it is available.

Mahaanui Kurataiao Limited on behalf of Te Taumutu Rūnanga and Whitiara Centre Limited on behalf of Te Ngāi Tūāhuriri Rūnanga

- 6.11 HDL received preliminary feedback from MKT and Whitiara in response to the Project. That feedback includes recommendations which are summarised in **Attachment F**. The Attachment also outlines how those recommendations will inform the Project.
- 6.12 HDL recognises that the feedback provided by MKT and Whitiara is preliminary, and HDL is committed to ongoing engagement with those parties in relation to the Project to ensure that it appropriately responds to matters of importance to the Rūnanga.
- 6.13 Te Rūnanga o Ngāi Tahu has confirmed that, given the engagement that has occurred with Papatipu Rūnanga, no further engagement with Te Rūnanga o Ngāi Tahu is required at this stage in relation to the Project.

NZTA

- 6.14 HDL’s planner met with NZTA representatives on 19 September 2025 to discuss the key aspects of the Project, including the proposed acoustic treatment along the Site’s boundaries with SH77 and SH73. Those representatives advised that, at this stage, they did not have specific feedback but requested that HDL continues to keep NZTA informed of progress with the referral application, and if the Project is referred, the substantive application.

Ministry for the Environment⁵⁰

- 6.15 The Applicant contacted the Ministry for the Environment Fast-track Approvals team on 26 September 2025 to advise the Ministry of HDL’s intention to lodge a referral application for the Project, and to offer the opportunity to meet with HDL to discuss the Project (**Attachment G**). On 17 November 2025, the Ministry for the Environment provided a letter in response, confirming that an assessment of the Project will need to be undertaken against the relevant national directions. That assessment has been completed as part of the referral application for the Project.

Department of Conservation⁵¹

- 6.16 As outlined in **Attachment G**, the Applicant’s planner met with Department of Conservation staff on 29 October 2025 to discuss the Project, and the proposed approach to managing wildlife (including lizards) if discovered on the Site.
- 6.17 HDL will continue to engage with the Department of Conservation on the outcomes of the initial wildlife survey, to be undertaken by Boffa Miskell, and on the proposed approach to the handling and relocation of any wildlife, if required.

⁵⁰ Administering Agency for the RMA.

⁵¹ Administering Agency for the Wildlife Act 1953.

7 SECTION 3.7: OTHER MATTERS

Whether and how Bangor Village would be affected by climate change and natural hazards (section 3.7.4)

- 7.1 Climate change has the potential to increase both the frequency and severity of rainfall events, and that has been accounted for the modelling undertaken by Selwyn District Council which demonstrates that:
- (a) The Site is not in a high flood hazard area.
 - (b) The Site may be affected by extreme rainfall, illustrated as a 1 in 500 year (0.2% AEP) flood event.
- 7.2 There are no other climate-change related risks or natural hazards which will affect the Project.
- 7.3 In response and as outlined above:
- (a) Stormwater infrastructure within the Project will be designed to accommodate flood events up to a 1 in 500 year (0.2% AEP) event. Flood flows above that event will be stored within the roadside swales and if required, directed away from the future dwellings via secondary flow channels.
 - (b) Dwellings will be required to provide finished floor levels with at least 300m clearance above a 1 in 200 year (0.5% AEP) event.

8 SECTION 3.8: SPECIFIC PROPOSED APPROVALS

An assessment of Bangor Village against any relevant national policy statement, any relevant national environmental standards and, if relevant, the New Zealand Coastal Policy Statement (section 3.8.1.1)

- 8.1 The Site does not fall within a part of the Canterbury region which would meet the definition of an "urban environment" under the NPS-UD. As such, in accordance with clause 1.3 of the NPS-UD, the directions of the NPS-UD do not apply to a decision on the Project.
- 8.2 As the Site is zoned LLR, it does not meet the definition of "highly productive land", and as such the directions of the National Policy Statement for Highly Productive Land 2022 do not apply to a decision on the Project.
- 8.3 There are otherwise no features of the Site or aspects of the Project which would engage any of the other operative national policy statements or the New Zealand Coastal Policy Statement.
- 8.4 The Resource Management (National Environmental Standards for Freshwater) Regulations 2020 (**NES-F**) include specific rules for activities which affect rivers. Artificial watercourses such as the water race which runs through the Site are excluded from the RMA definition of rivers, and there are no other freshwater bodies on the Site which would engage the provisions of the NES-F.
- 8.5 As outlined above, resource consent for the Project will be required under the NES-CS. The proposed conditions of that consent will be informed by the analysis undertaken by ENGEO, and the further surveys which have been commissioned by HDL to investigate the extent of the areas within the Site requiring remediation and/or removal. Those conditions will respond to the relevant matters of discretion identified in the NES-CS, and will ensure that any remedial

works, and the Project more generally, are undertaken in a manner which will protect human health.