

## **Appendix B – Plan Change Request**

**REQUEST TO CHANGE THE SELWYN DISTRICT PLAN UNDER CLAUSE 21 OF THE  
FIRST SCHEDULE OF THE RESOURCE MANAGEMENT ACT 1991**

REQUEST BY: Bruce Cedric Coles and Michelle Anne Coles

C/- Fiona Aston Consultancy Ltd

PO Box 1435

Christchurch 8140, Attn Fiona Aston

TO: The Selwyn District Council

INVOLVING THE: The Selwyn District Plan

**The location** to which this application relates is:

An area of approximately 20.59 ha located at the northern approach to Rolleston, bounded immediately to the south of SH1, east of Living Z zone and north of Levi Road.

**The names of the owners and occupiers** of the land to which this application relates are as follows:

Lot 4 DP 74253      Bruce and Michelle Coles      (20.59 ha)

The title is attached as **Annexure 1** to this Plan Change request.

**The Proposed Plan Change** seeks to rezone the subject land from Rural Inner Plains to Living 3 zone which includes the following changes to the District Plan and Maps:

- Amend Township Planning Map 013 sheets 1 and 2, Map 098 sheets 1 and 2, and Rural Map 13 sheets 1 and 2, to rezone the subject land Living 3.
- Amend the rules of the District Plan as set out in Section 2 of the attached report.
- Make any consequential changes to text where necessary, including but not limited to the renumbering of clauses as appropriate.

**Signed:** .....

Fiona Aston, for and on behalf of Bruce and Michelle Coles

Dated:

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## **1. OVERVIEW**

### **Purpose of the Plan Change Request**

- 1.1. The purpose of the Plan Change is to allow for the rezoning of approximately 20.59ha of land on the eastern side of Rolleston from its current Rural (Inner Plains) zoning to Living 3 zoning. The rezoning of this land represents an appropriate and sustainable use of the land resources. The location is optimal with respect to integrating with a self-sustaining township and promotes connectivity via infrastructure services and transport networks. The proposal also provides opportunities for employment and access to social services for future residents. The proposal enables development while avoiding adverse effects on strategic infrastructure, including avoiding the airport noise contours, and by providing an appropriate setback from State Highway 1.
- 1.2. The proposed rezoning is consistent with the objectives and policies of the District Plan and gives effect to the Regional Policy Statement (particularly Proposed Change 1, 'PC1') and the proposed objectives and policies proposed by the Land Use Recovery Plan ('LURP'). The Plan Change request provides for a sustainable and integrated provision of rural residential land with use of an Outline Development Plan to ensure coordinated and well planned outcomes.

### **Reason for Request**

- 1.3. The reason for the request is that it is an appropriate location for rural residential development, as evidenced by the fact that it was identified as a 'preferred location' in the Council's Plan Change 17 (Rural Residential) which was subsequently withdrawn; and the proposal will assist in meeting the strong unmet demand for rural residential land (as discussed below). Further, rural residential zoning overcomes issues with the current Inner Plains zoning arising from residential development occurring to the west. The proposal represents a means to reduce the potential for reverse sensitivity effects between residential activities and the rural activities to the east (or activities which currently occur on the site and would continue to occur should development not be undertaken). The proposed larger lots to the east ensure larger setbacks and potentially residence with a higher tolerance to agricultural activities. As the landowner of both the development to the west and the Site, it is considered that the most appropriate use of the Site for rural residential housing, with larger section sizes, and road access from the land to the west. This solves the access problem and with larger section sizes, this enables greater setbacks from adjoining rural activities, thus reducing any reverse sensitivity issues at the living/rural zone interface.
- 1.4. The existence of a strong demand for rural residential sections was the finding of the Ford Baker report, commissioned by the Council in July 2010 (prior to the earthquakes) as part of its Rural Residential Background Report (August 2010, 'RRBR'). The report found that the Greater Christchurch part of Selwyn District alone could sustain 120 rural residential households per year, which amounts to 1800 households until 2028.

- 1.5. A need for rural residential sections in the Greater Christchurch area has been accentuated by pressure from earthquake affected people from urban areas seeking to relocate to a more rural setting (see letter from Matson & Allan Real Estate attached as Annexure 10).

### **Description of Site, Locality and Land Use**

- 1.6. The land to which the Plan Change relates ('the Site') is located on the eastern side of Rolleston. The land is currently zoned Rural Inner Plains and is approximately 1-2 kilometers from the main commercial hub of Rolleston.
- 1.7. The Site involves a total of 20.59 ha of land in a single allotment, being Lot 4 DP 74253.
- 1.8. Land to the immediate south which forms the southern boundary of the Site is currently zoned Rural Inner Plains and comprises two large rural residential lifestyle blocks of between 5 and 6ha respectively. The Site is screened from activity to the south by establish rural shelterbelts tall popular trees.
- 1.9. The land to the immediate west of the Site is owned by the applicant (Lot 3 DP 74253) the land is zoned for low density residential development (Living Z, average allotment size 750m<sup>2</sup>) and is currently subject to a subdivision application for Greenfield development, as is the land beyond Lot 3 to the south, which is also zoned Living Z. This land currently has a harness racing track and is used for general rural grazing and rural lifestyle purposes.
- 1.10. SH1 is on the immediate northern boundary of the Site. State Highway 1 ('SH1') is classified as a strategic road, is a limited access road and the section of SH1 adjoining the Site contains a passing lane. Further to the north of the Site, beyond SH1, is rural land in pastoral activity and the New Zealand Railway Line (at its closest point from the northern boundary approximately 135m). To the east of the Site are large rural and rural lifestyle properties, including horse racing tracks. Immediately adjoining the Site along the eastern boundary adjoining SH1 there is a long narrow block with an area of approx. 0.8ha. This block does not extend for the full length of the Site, and is screened from the Site by shelter belts. Current access to the Site is from SH1 and an access strip to Levi Road to the south. The access to SH1 will cease after rezoning and implementation of the consent.
- 1.11. The Site and surrounding area has a generally flat contour comprising paddocks separated by shelter belts and shelterbelts bordering the Site. There are distant views to the Port Hills in some areas within the Coles block and from SH1. The Site is currently used for grazing stock and growing crops. SH1, while a busy arterial route, has an attractive avenue of trees adjoining the northern boundary. Currently the Site is generally open visually to SH1 and has one vehicle access to SH1 which is used for access to the existing farm dwelling only (sited 60m from the SH1 Site frontage). The only farm road access is via a 9.56m wide access leg which runs along the western boundary of the neighbouring property to the south, is not within the Rolleston Living Z Zone Outline Development Plan (ODP) Area 3. Exclusion from the Area 3 ODP is an error, as clearly the intention is for the land to be

developed as part of the adjoining residential development given its location within the Urban Limits.

- 1.12. The Site is part of a well-established farm contracting business and includes a dwelling and farm yard. The rural contracting operations include an intensive cropping regime involving the use of farm machinery at night time throughout the summer months for harvesting.
- 1.13. The owners have run this farm in association with a 20ha lot to the west (Lot 3 DP 7352). Lot 3 has now been rezoned Living Z zone and is within the urban limit at Rolleston. This severs the existing farm property and renders continued use of the balance farm (Lot 4) for farming purposes impractical and not viable. It will be landlocked, substantially reduced in size, and therefore too small to support the farm contracting business. The current intensive cropping regime involves use of farm machinery at night-time throughout the summer months for harvesting. There is potential that such continued activity will result in complaints from residents once the land to the west is developed, creating reverse sensitivity issues.

## **Background and Strategic Considerations**

### ***Regional Policy Statement***

- 1.14. The Regional Policy Statement (RPS) 2013 sets out the objective and policy framework for resource management issues in the Canterbury Region. Chapter 6 of the RPS provides the framework for development outside of urban areas in the Canterbury Region. The chapter was developed as part of the Land Use Recovery Plan (LURP) which provides for the future development of the Canterbury Region post the 2011 earthquakes. The LURP provisions are considered as part of the objectives and policies in relation to this plan change.

### ***Draft Rural Residential Strategy***

- 1.15. The primary purpose of the Rural Residential Strategy is to provide guidance and policy direction on how best to manage rural residential development within the area of Selwyn District that is subject to the Land Use Recovery Plan/ Te Mahere Whakahaumanu Tāone (LURP). This includes establishing the optimal form, function and character of rural residential development and where it is best located.
- 1.16. Rural residential development in this context includes land holdings integrated into existing townships that range in size from between 0.3ha to 2ha in size at an average density of one to two households per hectare. This form of development is managed through the Living 3 zone of the Selwyn District Plan (SDP).
- 1.17. While in its draft form this strategy identifies specific criteria to consider when identifying sites suitable for Rural Residential development, including landscape values, Cultural values, infrastructure limits and market demands. This strategy goes on to identify five sites



which are suitable for consideration taking into consideration the criteria. One of the identified sites is the site subject to this proposed plan change.

### ***Rural Residential Background Report***

- 1.18. The Rural Residential Background Report (RRBR) was adopted by Council in February 2011. The RRBR investigated methods to manage rural residential development (development of land between 0.3ha and 2ha) in the eastern portion of Selwyn District, and identified criteria for determining preferred areas for rural residential growth. The purpose of the report was to provide the background context to inform Plan Change 17 to the District Plan. This report identifies a demand for rural residential development in the Selwyn District in the order of 120 households per year.
- 1.19. The Site was identified as a preferred location for rural residential development.
- 1.20. The Site meets all of the criteria for preferred locations for rural residential development in the RRBR (see assessment against criteria in Annexure 11). It is noted that the Site does contain versatile soils, but that maintenance of their life supporting capacity will not be precluded due to the low density of residential development with limited areas of hard surfaces. The continuation of the existing farming activity (cropping and farm contracting) is not feasible in any case due to half of the farm being rezoned Living Z.
- 1.21. The proposal is for a relatively small rural residential 'node', which adjoins and will be integrated with the existing Rolleston township and with a proposed ODP and rules which provide design solutions that achieve rural residential character and preserve the openness characteristic of the Plains landscape.

### ***Plan Change 17***

- 1.22. Plan Change 17 (PC17) was proposed and notified by Council to implement some of the findings of the RRBR. PC17 used the criteria set out in the RRBR to identify areas which were considered suitable for rural residential development, including the current proposed Site. This plan change was withdrawn after it became apparent there was significant contention as to which areas ought to be included or excluded. Instead Plan Change 32 was proposed (see below) which did not include identified locations.

### ***Plan Change 32***

- 1.23. Plan Change 32 (PC32) was notified in March 2012. PC 32 proposes to incorporate more detailed and prescriptive Living 3 Zone objectives and policies into the Selwyn District Plan to inform the assessment of privately requested plan changes seeking a Living 3 Zone. Although Plan Change 32 is currently on hold pending the LURP outcomes and may be subject to change, this plan change proposal has sought to take into account the proposed PC32 objectives, policies and rules for the Living 3 zone.

### Approach and Key Features of the Plan Change

1.24. The existing Living 3 rural residential zone for Rolleston is proposed to apply to the Site. This adopts the provisions of the existing Living 3 zone, and Living 3 provisions proposed as part of Plan Change 32, but with site specific controls/rules.

1.25. Additional provisions are proposed to apply to the Site as follows:

- Requirement for development to be in general accordance with an outline development plan which applies good design principles and ensures development of the land is reflective of, and retains elements of, rural character expected for a rural residential zone and that the development will be serviced in a comprehensive and integrated manner, including:
  - A 20m setback from road boundaries.
  - A 15m setback from internal boundaries.
  - A 40m setback from boundaries with SH1.

1.26. Key design features of the Outline Development Plan include:

- A mix of lot sizes, with larger lots fronting onto SH1 (minimum 1 ha); smaller lots (minimum 2500m<sup>2</sup> adjoining LZ land to the east); and mid-size lots (4000 – 7500m<sup>2</sup>) for the balance land.
- A potential yield of 36 lots, with an average size of 4962m<sup>2</sup> as calculated using the method below. It is noted that this is consistent with the requirements in the Draft Rural Residential Strategy, which set out a minimum 1-2 households per ha (based on gross area of allotments).

total land area 205900 m2 less –

- |                                   |                  |
|-----------------------------------|------------------|
| • sewer pump station              | 400 m2           |
| • internal roading                | 21800 m2         |
| • access to rear lots             | 1240 m2          |
| • SH road provision               | 2796 m2          |
| • reserve + linkage (vest in SDC) | 1000 m2 (approx) |

leaves a total of 178664 m2 which when divided by 36 = 4962 m2 average

- Vehicle access from the adjoining Living Z zone to the west of the Site.

- Internal roading to be semi-rural in character with informal groupings of trees, grass berms and swales.
- Comprehensive and integrated plan for reticulated water supply, reticulated sewer disposal, stormwater management system, and reticulated electricity and telecommunications connections
- A Local Purpose – Landscape Reserve between the SH1 frontage and the northernmost rural residential lots, to incorporate a walkway/cycleway which will be an extension of the equivalent landscape and reserve with walkway and cycleway area for the residential development to the west. The ODP includes a walkway/cycleway link from the L3 zone internal road to this landscape buffer area.
- An area of approximately 2796m<sup>2</sup> along the northern end of the site which will be set aside for acquisition by NZTA to provide for the widening of the State Highway.

1.27. Access to SH1 has been precluded to maintain the operational integrity and safety of SH1.

1.28. Subdivision is a Restricted Discretionary Activity. The existing provisions provide performance conditions relating to the issues identified above as well as a list of more general matters for discretion to ensure that development is designed to ensure a sensitive rural/ urban interface, integration with land to the west and good urban design and amenity.

## 2. PROPOSED AMENDMENTS TO THE DISTRICT PLAN

- 2.1. It is considered that the most appropriate means to achieve the proposed plan change is to largely adopt the existing provisions of the Living 3 zoning of the Selwyn District Plan. No new objectives or policies are proposed as part of this plan change request.
- 2.2. The following amendments to the District Plan provisions, appendices and planning maps are outlined below. Any text that is proposed to be added is shown as **bold, underlined and in italics** and any text to be deleted is shown as bold in italics and with a **strikethrough**. Please note that only the proposed new and amended provisions to the District Plan are shown in this section and therefore should be read in conjunction with the full provisions of the District Plan. The following specific changes are sought to the District Plan to enable the rezoning to proceed:

Amendment 1:	Amend Planning maps 13 and 98 to identify the zoning of the site as Living 3.
Amendment 2:	Include the Outline Development Plan attached to this document as a new Appendix 42 to the District Plan.
Amendment 3:	<p>Insert new rule after rule 4.9.31 as follows:</p> <p>4.9.31(a) Any building in the Living 3 Zone at East Rolleston (as shown on the Outline Development Plan in Appendix 42) shall be set back at least:</p> <ul style="list-style-type: none"> <li>• 20 metres from any road boundary except that on corner lots a minimum setback of 15m applies to one road boundary;</li> <li>• 40 metres from any boundary with a state highway;</li> <li>• 15 metres from any other boundary</li> </ul>
Amendment 4:	<p>Amend rule 4.9.42 as follows;</p> <p>4.9.42 Any activity which does not comply with Rule 4.9.3 <b><u>or Rule 4.9.31(a)</u></b> shall be a discretionary activity.</p>
Amendment 5:	<p>Amend Reasons for Rules – Building Position, 6<sup>th</sup> Paragraph on Page C4-027 as follows;</p> <p>Controls on side and front yard spaces apply to sites in the Living 3 Zone at Rolleston identified on the Outline Development Plan in Appendix 39, and <del>40</del> <b><u>and 42</u></b>, in order to retain views between residences and to assist in retaining elements of rural character and provide visual integration and visual attractiveness.</p>

Amendment 6:	<p>Amend Rule 5.1.1.6 as follows;</p> <p>5.1.1.6 For the Living 3 Zone at Rolleston identified on the Outline Development Plan in Appendix 39 <del>and 40</del> <b>and 42</b>, the road shall include the <u>relevant</u> cross sectional treatment as shown in Appendix 39 <del>and 40</del> <b>and 42</b>.</p>
Amendment 7:	<p>Insert a new rule after rule 12.1.3.37 as follows:</p> <p>12.1.3.37(a) Any subdivision of land within the area shown in Appendix 42 (Living 3 Zone at East Rolleston) complies with:</p> <p>(a) the establishment of discontinuous framework tree planting following some private lot boundaries and planting within the State Highway 1 Landscape Reserve , where the trees shall be comprised of the following species; existing species, or Tulip tree (<i>Liriodendron tulipifera</i>), Chinese poplar (<i>Populus yunnanensis</i>), Aspen poplar (<i>P. Tremula</i>), Plane tree (<i>Platanus orientalis</i>), Algerian oak (<i>Quercus canariensis</i>), Turkey oak (<i>Q. Cerris</i>), Pin oak (<i>Q. Palustris</i>), Sessile oak (<i>Q. Petraea</i>), Large-leafed lime (<i>Tilia plataphyllos</i>), Weeping silver lime (<i>T. Petiolaris</i>), Wych elm (<i>Ulmus glabra</i>) or similar species. A planting plan showing the detail of proposed framework planting shall be supplied and approved at the time of subdivision and the planting shall be undertaken by the developer. Planting shall be maintained at all times. Any dead, damaged or diseased trees shall be removed and replaced.</p> <p>The purpose of the framework planting is to provide shelter and amenity for private lots; maintain and/or create rural character elements; reduce the overall apparent scale of the development; and provide screening of glare and vehicle movement from the proposed southern motorway extension to the east. The planting will not be continuous and will retain vistas through the planting to the surrounding rural landscape.</p> <p>(b) The roading layout of the Outline Development Plan at Appendix 42;</p> <p>(c) where any conflict occurs with Rule E13.3.1 the cross sections in Appendix 42 shall take precedence;</p> <p>(d) No more than 36 lots shall be created.</p>
Amendment 8:	<p>Amend Table C12.1 – Allotment sizes (page C12 – 014) to include the following;</p>

	Township	Zone	Average Allotment Size not less than
	Rolleston	Living 3 (Appendix 42)	<p>The land contained within the Outline Development Plan at Appendix 42 shall be developed with an average allotment size of no less than 4700m<sup>2</sup> with a minimum allotment size of 2500m<sup>2</sup></p> <p>The maximum number of allotments within the area defined by the Outline Development Plan at Appendix 42 shall be 36</p>
Amendment 9:	<p>Amend Clause 12.1.4.77 as follows:</p> <p>In relation to the Living 3 (Holmes) and Living 3 (East Rolleston) Zones as shown on Appendices 37 and 42 respectively:</p> <p>Living 3 (Holmes) and Living 3 (East Rolleston):</p> <p>Whether the pattern of development and subdivision is consistent with the Outline Development Plans in Appendices 37 and 42 respectively;</p> <p>Whether local road, and trees and planting on roads and lots are proposed in general accordance with the Outline Development Plan, road cross sections and associated planting schedules and requirements shown in Appendices 37 and 42 respectively;</p> <p>Whether the roading pattern and proposed hard and soft landscape treatments in the road reserve and on private lots will create a semi rural character to the development and distinguish it from conventional suburban development;</p> <p>Whether suburban road patterns and details such as cul de sacs, arbitrary curves and kerb and channels are avoided;</p> <p>Whether the provision of public walkways is consistent with the public walkways identified on the Outline Development Plans in Appendices 37 and 42 respectively;</p> <p>Living 3 (Holmes)</p> <p>Whether the roading and lot pattern follow a rectilinear pattern with</p>		

orientations generally established to the surrounding road network, consistent with typical subdivision patterns in the Rolleston rural area;

The extent to which the maximum of 97 lots within the area defined by the Outline Development Plan in Appendix 37 is met.

Whether the creation of open space in rural production areas is consistent with the Countryside Areas identified on the Outline Development Plan included in Appendix 37.

Whether there is a need for a western public walkway taking into account the ability to connect to future walkways to the west;

Whether at least 20 ha of land is developed as a Lower Density Area with larger allotments (4ha or more) in general accordance with the location identified on the Outline Development Plan at Appendix 37.

In the event that it is developed first, whether the development avoids frustrating the intentions of the Outline Development Plan or the ability to achieve integrated development over the Outline Development Plan area.

Living 3 (East Rolleston)

Whether the proposed framework planting meets the purpose of the planting as specified in Rule 12.1.3.37(a)

Amendment 10:

Amend Appendix 13 Transport Table E13.9 –Roading Standards as follows:

Type of Road	Legal Width (m)  Min Max	Carriageway width (m)		Kerb and channel	Footpath(s)
		Min	Max		
Local Roads – Living 3 Zones at Rolleston (as shown within Outline Development Plans at Appendixes 37 and 42)	18m 20m	6m	6.5	Nil	One side only (Holmes)  Nil, other than informal on both sides of road within berms (East Rolleston)

Amendment 11:	Include any consequential amendments and renumbering of provisions as required to give effect to the plan change request.
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### 3. STATUTORY FRAMEWORK

#### Requests for Changes to Plans

3.1. Section 73(1A) of the Resource Management Act 1991 ("the Act") gives a territorial authority the right to change its District Plan. In addition, section 73(2) enables any person to request a territorial authority to change a District Plan in the manner set out in the First Schedule of the Act. This Plan Change request has been prepared in accordance with Schedule 1, Clause 21 of the Act.

Under Clause 22 of the First Schedule, a plan change request must:

- a) Explain the purpose and reasons for the request;*
- b) Contain an evaluation under s32 of the objectives, policies, rules or other methods proposed.*
- c) Assess environment effects in such detail as correspond with the scale and significance of actual and potential effects anticipated from the implementation of the plan change;*

3.2. In making a determination on the request under Clause 25 (2) Council may adopt the request, or part of the request, as if it were a proposed plan by the territorial authority, or accept the request, in whole or part, and proceed to notify.

3.3. It is requested that the request is accepted and notified in accordance with Clause 25(2)(b). There is considered no reasons to reject the request in whole or part under Clause 25(4) of the 1st Schedule.

3.4. The process for dealing with a Plan Change once it has been publicly notified and submissions received is set out in the First Schedule of the Act. In the case of a private plan change request, the procedure in Part 1 of the First Schedule, with all necessary modifications, apply except as set out in sub-clauses (2) to (9) of Clause 29 of Part 2 of the Schedule. This means that in this case:

- a) There needs to be a hearing into submissions on the proposed Plan Change (Clause 8(b) Part I);*
- b) The person who made the request for the Plan Change has the right to appear at the hearing under Clause 8(b);*
- c) After considering the Plan Change the local authority may decline, approve, or approve with modifications the Plan Change and shall give reasons for its decision;*
- d) The decision to decline or approve shall be served on every person who made a submission and the person who made the request; and*
- e) Every person who made a submission on the Plan Change and the person who made the request may refer the decision to the Environment Court.*

### **Section 74 and 75 – Matters to be considered**

3.5. The matters to be considered in respect of a Plan Change are set out in sections 74 and 75 of the Act. In summary, before a plan change can be incorporated into a District Plan, the key matters that need to be considered include:

- (a) Consistency with other provisions of the district plan;*
- (b) Whether it gives effect to the regional policy statement and any relevant regional plans;*
- (c) The functions of a territorial authority at section 31;*
- (d) Whether the plan change will lead to the most appropriate outcome under s32;*
- (e) Actual and potential adverse effects anticipated from implementation of the Plan Change; and*
- (f) The purpose and principles within Part 2 of the Act.*

3.6. Each of the above matters is addressed below.

### **Assessment against Selwyn District Plan**

3.7. The purpose of the Plan Change is to provide for rural residential zoned land, at an appropriate density, that ensures a sensitive integration and interface with the urban and rural edge, adjoining partially developed, low density residential development; and addresses reverse sensitivity with SH1. There are no new specific objectives proposed for the Site. The existing objectives for townships, Rolleston, and the Living Zones, set the policy framework that Living 3 Zone 'sits under'. Specific rules are proposed to address the effects of reverse sensitivity with SH1 and the rural/urban interface and to ensure that development occurs in an integrated and efficient manner to maintain a compact township shape.

3.8. **Annexure 3** provides a detailed assessment of the plan change request against the relevant objectives and policies of the District Plan.

### **Regional Planning Documents**

3.9. The Regional Policy Statement (RPS) 2013 provides an overview of the resource management issues of Canterbury. It sets out how natural and physical resources are to be managed in an integrated way, with the aim of sustainable management. Chapter 6 provides more specific direction for growth, development and enhancement of the urban and rural areas of Greater Christchurch. This Chapter has recently been added to the RPS through the Land Use Recovery Plan (LURP), and has been considered as part of this application. The relevant provisions of the RPS are considered in **Annexure 3**, Table 1 and 2.

3.10. In addition to the above, the Regional Land Transport Strategy (2008 – 2018) sets out the targets and vision for land transport within Greater Christchurch. The key components

of this strategy are identified and assessed in Table 3 of Annexure 2 and further discussed in the Transportation Assessment at Annexure 5.

- 3.11. The Proposed Natural Resources Regional Plan (NRRP) addresses sustainable management of natural resources in the Canterbury Region. It may be that a discharge consent for stormwater will be required for future development on the Site, under the provisions of the NRRP. This assessment process will ensure consistency with the provisions of the NRRP.

### **Other Planning Documents**

#### ***The Greater Christchurch Urban Development Strategy***

- 3.12. The principal planning document for giving statutory effect to the UDS is LURP's proposed Chapter 6. The proposed plan change is generally consistent with these provisions as set out in Tables 2, **Annexure 3**

#### ***Christchurch Rolleston and Environs Transport Strategy (CRETS)***

- 3.13. The intention of CRETS is to help reduce traffic congestion to the west and south of Christchurch over the next 10 to 15 years.

- 3.14. Key transportation improvements include:

- *Extending the Southern Motorway from Halswell Junction Road to south of Templeton,*
- *Improving road links between the growing townships of Rolleston, Linclon and Prebbleton, and*
- *Improving connections to Christchurch and between Rolleston and State Highway 1.*

- 3.15. Improvements/ proposals for improving the accessibility of Rolleston as a key activity hub within the district and regional transport network include:

- *Upgrading of the cross section of the inner and outer ring roads.*
- *Upgrading intersections along these routes.*
- *Modify most intersections to either limit the number of different turns that can be made or provide for all movements with less delays and improved safety.*

- 3.16. The proposed plan change will not affect or compromise in any way, any of the above improvements. Its proximity to Rolleston will mean its residents will be able to take full advantage of the above roading improvements.

#### ***Selwyn District Council, Draft Rural Residential Strategy 2013***

- 3.17. The Draft Rural Residential Strategy, which is still under consultation, outline criteria for identifying sites suitable for Rural Residential Development. This Strategy is required to be prepared under the LURP. The Site which this Proposed Plan change is subject to is

specifically identified as meeting the criteria outlined in the Draft Strategy and as being suitable for Rural Residential Development.

### ***Selwyn District Council Rural Residential Background Report 2010 (RRBR)***

- 3.18. The RRBR is a discussion document which outlines preferred criteria for rural residential sites in the Greater Christchurch area of the District and assesses the various townships in terms of their respective constraints and opportunities for rural residential development. It is a non-statutory document and was approved by Council in February 2011.
- 3.19. A number of criteria were identified as critical outcomes required to achieve the goals of the Urban Development Strategy, PC1 and PC17. Many of these criteria have been adopted into objectives and policies for rural residential land in LURP's Chapter 6 to the RPS. An assessment of these criteria has been made in **Annexure 3** and the proposal is in general accordance with them.
- 3.20. The RRBR also contains site specific issues that require detailed assessment and contextual analysis to determine how any identified potential adverse effects could be avoided, remedied or mitigated. An assessment of such issues has been made within the Assessment of Environmental Effects (section 4) of this report, and any mitigating factors considered.

### ***Plan Change 32 - Rural Residential Activities***

- 3.21. PC 32 proposes to incorporate more detailed and prescriptive Living 3 Zone objectives and policies to inform the assessment of privately requested plan changes seeking a Living 3 Zone. PC 32 does not propose the rezoning of any sites. PC 32 was publicly notified on the 31st March 2012 with submissions closing Friday 4th May 2012. This Plan Change is currently on hold pending the outcome of the LURP submissions on Proposed Chapter 6 to the RPS (2013).
- 3.22. A key feature of PC32 is that lower density rural residential activity is provided for and anticipated adjoining existing townships so long as they are outside the identified urban limits, and that the total number of rural residential households does not exceed the limits specified in PC1. The proposed plan change is consistent with the District Plan objectives and policies as proposed by PC32.

### ***Rolleston Structure Plan***

- 3.23. The Rolleston Structure Plan was adopted by Council in September 2009. The plan considers how existing and future development in Rolleston should be coordinated to ensure development occurs in a sustainable manner and makes best use of the available natural and physical resources. The structure plan identifies the importance of ensuring that a clear rural/urban interface is provided between the urban limit of the township and the rural surrounds. A 50m wide Green Belt/landscape buffer is proposed at the urban/rural boundary to provide a distinctive identity to Rolleston, and sense of arrival at the town

within the rural plains landscape. This includes on the eastern boundary of the Site. However, it is understood the Council do not now wish to proceed with this concept. No provision has been made for a Green Belt as part of this plan change request, consistent with the previous Plan Change 17 Outline Development Plan for the Site, which did not include a Green Belt.

- 3.24. The Rolleston Structure Plan also proposes that as part of the Greenbelt concept, the section of SH1 between Dunns Crossing Road and Weedons Ross Road (which includes land adjoining the northern Site boundary) is enhanced with amenity highway planting. The proposed 40m dwelling setback from SH1 will ensure a high amenity setting towards the proposed rural residential development as viewed from the SH1. There is an existing long line of oak trees spaced at 5m intervals within the road reserve which will ensure filtered views towards future rural residential dwellings along the SH1 Site frontage (three more in addition to the existing farm dwelling). In addition, it is proposed to that an approximately 20m wide strip be planted with poplar and oak trees to give a bucolic appearance to the subdivision for passing motorists.

***Selwyn District Council Walking and Cycling Strategy & The Greater Christchurch Travel Demand Strategy***

- 3.25. The broad intent of these documents is to increase the provision of sustainable transport modes including walking and cycling and reduce reliance on private motor vehicle transport. The location of several of the rural residential Existing Development Areas in the District some distance from the District townships means they are highly reliant on the private motor vehicle for access to services and facilities. In contrast, the Site adjoins Rolleston township. The site is within cycling distance of the services and facilities of the township, including the New World Supermarket on Rolleston Drive.
- 3.26. The Transport Assessment (**Annexure 5**) confirms that the Site proposed roading layout is suitable for an extension of public transport services if required in the future. The internal road design as shown in the ODP incorporates informal footpaths (mowed grass within the grass berm area) on either side of the road, in keeping with the rural residential character of the development. The low traffic volumes and lack of any heavy vehicles will ensure that the internal roads are suitable for cyclists as well as motorised vehicles.
- 3.27. There is a possible pedestrian and cycleway connection from the north east of the Site to a separate path along the northern end of the site adjoining SH1, should this be deemed appropriate by SDC. If required, the average lot size will be 4600m<sup>2</sup>, as opposed to 5000m<sup>2</sup> without this walkway link,
- 3.28. In conclusion, the Site's location and design features, as shown on the ODP, will ensure a range of sustainable transportation options for the Site, consistent with the SDC Walking and Cycling Strategy and Greater Christchurch Travel Demand Strategy.

### ***Iwi Management Plan***

- 3.29. The Mahaanui Iwi Management Plan (IMP) 2013 represents the collective effort of the six Papatipu Rūnanga that represent the hapū who hold manawhenua rights over lands and waters within the takiwā from the Hurunui River to the Hakatere River and inland to Kā Tiritiri o Te Moana. This document is considered to be relevant to policy and planning processes under the Resource Management Act (RMA) 1991.
- 3.30. This plan is broken into 6 sections, with a specific section relating to Regional issues and policies (section 5) and a specific section relating to catchment issues and policies (section 6). The plan identifies a collective statement of values of Papatipu Rūnanga. The plan covers the areas of Ranginui (air), Wai Māori (water quality and quantity and catchment mixing), Papatūānuku (land and how it is managed), Tāne Mahuta (biodiversity and areas of mahinga kai), Ngā tūtohu whenua (significant sites), and the catchment of Te Waihora (Lake Ellersmere).
- 3.31. The objectives and policies of the IMP have been considered with respect to the development of this plan change. Of particular interest is the methods of stormwater disposal which are proposed to go to an on-site disposal system, ensuring that there is no mixing of waters from different catchments, and ensuring there is no adverse effect from the detention and treatment of stormwater.
- 3.32. Furthermore there are not any identified sites of significance on the proposal Site, nor are there any known areas of mahinga kai from the Site. The Site has a long history of use as a farm, with exotic species of trees on the site.
- 3.33. Overall it can be considered that the proposal is not contrary to the provisions of the IMP.

### **Further RMA Considerations**

#### ***Section 31 – Consistency with RMA Functions***

- 3.34. The functions of the Council are outlined in section 31 of the Act. The following functions are of particular relevance to the Plan Change:
- (a) *the establishment, implementation, and review of objectives, policies, and methods to achieve integrated management of the effects of the use, development, or protection of land and associated natural and physical resources of the district;*
  - (b) *the control of any actual or potential effects of the use, development, or protection of land, including for the purpose of:*
    - (iia) *the prevention or mitigation of any adverse effects of the development, subdivision or use of contaminated land*
  - (d) *the control of the emission of noise and the mitigation of the effects of noise*

### ***Integrated Management – section 31 (a)***

- 3.35. Integrated management relates to both the management of effects at the site level and the integrated management of a district's natural and physical resources at a wider strategic level. The Site is at the urban/rural interface and adjoins SH1, a strategic transport network. Extensions to the urban boundary occur best when there is comprehensive planning. Good planning process requires a top down approach where all the issues for a site are identified and appropriate design solutions are adopted.
- 3.36. Strategically the Site integrates with the wider vision for the District, in particular managed growth of the township of Rolleston, including the rural/urban interface. The proposed rezoning is consistent with the policy direction for rural residential development at the sub regional (Greater Christchurch) level as set out in PC1 and proposed Chapter 6 of the RPS in the LURP.
- 3.37. At a site level, the application seeks to integrate good urban design solutions and infrastructure extensions that manage the effects of the use, development, or protection of land and associated natural and physical resources. Additionally methods are proposed to be implemented that avoid and mitigate the effects of rural residential development in close proximity to SH1.

### ***Prevention or Mitigation of Contaminated Land – section 31 (b) (iia)***

- 3.38. The assessment of effects in section 4 of this document concludes that while a small isolated portion of the Site is likely to have soil contamination present (the area around the fuel tankers associated with the existing farming activities), the remainder of the Site as a whole is suitable for future rural residential development. Given that it is proposed to retain the dwelling on a site in its existing location, the report concludes that it is unlikely to pose a risk to future users of the Site.

### ***Emission of Noise – section 31 (d)***

- 3.39. Refer to the discussion on noise and reverse sensitivity in the assessment of effects in Section 4 of this request.

### ***Section 32 Evaluation***

- 3.40. Section 32 sets out in the manner in which any proposed objective, policy, rule or other method is to be evaluated. This evaluation is set out in detail in Section 5 of this request.

### ***Adverse Effects on the Environment***

- 3.41. The actual and potential adverse effects on the environment that are anticipated from the implementation of the plan change request are discussed in Section 4 of this application, with reference to the various assessments and reports attached as annexures.

## Part 2 – Purpose and Principles of the Act

### Section 5(1)

- 3.42. Under section 5(1) of the Act, the overall purpose of the Act is to promote the sustainable management of natural and physical resources. The proposed zone promotes the sustainable management of natural resources by providing for an appropriate use of the land given its proximity to the existing Rolleston township, planned urban growth to the immediate west of the Site, and ability to sustain efficiently the growing population of Rolleston.
- 3.43. The proposed zone also promotes the sustainable management of physical resources. The roading network is being planned with growth in mind for Rolleston. The effect of the development on the roading network is considered minor given the links through to existing road networks. Infrastructure can be provided for in a manner that efficiently utilises the systems already in place for the growth of Rolleston, negating the need for additional major new services.
- 3.44. With planned urban growth to the immediate west, retaining the existing rural zoning and resultant lot size of the Site would create an unsustainable use of the natural and physical land resource. It will result in a small parcel of rural land restricted in its potential and ability to carry out sustainable rural activities. It is considered that rural residential zoning of the Site will better achieve the purpose of the Act.

### Section 5(2) (a) – (c)

- 3.45. Section 5(2) defines “sustainable management” as:

*Managing the use, development and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety while-*

- (a) Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
- (b) Safeguarding the life supporting capacity of air, water, soil and ecosystems; and*
- (c) Avoiding, remedying, mitigating any adverse effects of activities on the environment.*

- 3.46. Utilising the site for rural residential purposes will provide housing choice and provide for rural residential land supply in a sustainable manner, in accordance with the provisions of the relevant planning documents. The Site is in close proximity to existing and proposed expanded Rolleston township services and facilities, and this minimises travel distances for future residents. The Plan Change proposes sensitive interfaces at the urban/rural residential and rural residential/rural boundaries. It carefully considers design and provides for a socially connected and high amenity rural residential living environment while avoiding and mitigating the effects of reverse sensitivity with SH1. The needs of future generations



are well served by urban and adjoining rural residential areas that provide integrated, well planned and sensitive designed living zones in regard to the surrounding environment, which in this case is achieved.

- 3.47. The potential adverse effects of rural residential development of the Site are outlined in Section 4 of this request, which establishes that all adverse effects can be appropriately avoided, remedied or mitigated.

### **Section 7 – Other Matters**

- 3.48. Relevant “other matters” under section 7 include the following:

- (b) The efficient use and development of natural and physical resources;*
- (c) The maintenance and enhancement of amenity values;*
- (f) Maintenance and enhancement of the quality of the environment;*
- (g) Any finite characteristics of natural and physical resources; and*
- (i) The effects of climate change*

- 3.49. Under sections 7(c) and 7(f), particular regard must be had to the maintenance and enhancement of amenity values and the maintenance and enhancement of the quality of the environment. The amenity of the existing rural environment will be changed, but the plan change request provides for a sensitive change that mitigates the potential adverse effects thorough requirements for setbacks from SH1 and other road boundaries, appropriate lot sizes across the Site and street landscaping and road treatments. These requirements will ensure that the sense of openness is maintained and the quality of the environment is not diminished. Appropriate transport connections for all modes of transport to the urban area of Rolleston provides for the amenity of future residents. Methods to address the noise effects from SH1 to ensure an appropriate amenity for residential living are regulated as part of the proposed setback from SH1 and existing plan provisions relating to noise.

- 3.50. Under section 7(g) the Act requires particular regard of any finite characteristics of natural and physical resources. Rural land as a resource is finite, however in this case the subject land can not be efficiently used as rural land due to the size of the lot, existing access provisions, and the reverse sensitivity restrictions that impending residential development to the west impose. Enabling the Site, due to constraints, to be utilised for rural residential development is a better use of the land resource and will enable finite rural land parcels that do not have such constraints to better meet the purpose of the Act in terms of sustainable development of natural and physical resources.

- 3.51. With respect to section 7(g) the proposal makes specific consideration of the SH1, which is a physical resource of significance to the national transport network. Appropriate setbacks from this highway to avoid reverse sensitivity effects have been included as part of this proposed plan change.

***Section 6 and 8 – Matters of National Importance / Treaty of Waitangi***

- 3.52. Overall the proposal is consistent with section 6 of the Act, however there are no specific matters set out in Section 6 which apply to this proposal.
- 3.53. The principals of the Treaty of Waitangi have been taken into consideration throughout the development of this plan change. An assessment of the Iwi Management Plan has been undertaken, and considered in earlier in this section.

#### **4. ASSESSMENT OF EFFECTS ON THE ENVIRONMENT**

- 4.1. An Assessment of the Effects on the Environment (AEE) is required to be carried out for any plan change request. Schedule 4, Part 2 (a) – (f) RMA sets out the matters which should be considered when undertaking an AEE. These matters have been considered below and also include consideration of the matters and issues identified in the relevant District and Regional planning documents.

##### **Neighborhood & Wider Community Effects**

##### ***Reverse Sensitivity***

- 4.2. Consideration of the effects on the neighbourhood and wider community includes consideration of the potential 'reverse sensitivity' effects generated as a result of rezoning the Site. Reverse sensitivity effects occur where a new residential activity establishes and new residents have an issue with noise, odour, dust or other effects from existing activities on adjoining sites, creating conflict.
- 4.3. In the case of this plan change request there is potential for conflict between the Site and noise from SH1, and potential conflict between the Site and farming activities on adjoining rural land to the east and south.
- 4.4. The plan change request includes a 40m setback from SH1 and includes proposed landscaping along this boundary to reduce the visibility of vehicles using the highway. Existing District Plan rules require appropriate acoustic design for dwellings sited within 80m of a state highway. This will ensure that reverse sensitivity conflicts with SH1 are mitigated, and ensure that the physical resource of SH1 is protected.
- 4.5. The Site adjoins a proposed Living Z residential subdivision to the west which contains higher density residential activities than proposed under the proposed rural residential zoning for the Site. If development of the Site did not proceed, it is likely that it would continue to be used for farming and cropping purposes (although rather uneconomically due to the Site's size and access provisions). Farming and cropping activities usually have a high dust and noise component during harvesting seasons.
- 4.6. By enabling rural residential development, with much larger sections, larger building setbacks, and greater opportunity for garden plantings, there is an opportunity to reduce any potential reverse sensitivity conflict with neighboring rural zoned properties.
- 4.7. Furthermore it is intended to provide for a variety of section sizes across the Site, with larger sections to the north and moderate to larger sections to the east and south in order to reduce the potential for reverse sensitivity effects with the various adjoining activities. It is understood that there are no existing intensive farming activities such as poultry or pig farming in the locality.

- 4.8. Based on the above proposed measures, the adverse effects of noise and reverse sensitivity will be no more than minor.

## **Physical Effects**

### ***Landscape Effects***

- 4.9. The Site is on the urban/rural fringe, therefore landscape and visual effects have been considered, with particular emphasis on ensuring a sensitive transition from the rural to urban interface. A Landscape Assessment for the Site has been undertaken by Chris Glasson Landscape Architects Ltd and is attached as **Annexure 4** to this report.
- 4.10. The surrounding landscape character is generally rural, with the exception of residential subdivision to the west. The surrounding land contour is flat with fields separated by shelterbelts, with crops and stock grazing. There are some panoramic views from the Site limited by existing shelter belts. There is an existing dwelling with associated sheds on the northwestern corner of the Site. Within the vicinity, the area consists of scattered farm buildings and single storied residential dwellings surrounding by specimen trees and some garden areas. Immediately to the west of the Site is a proposed new residential development. Views to the Site from SH 1 are limited by tall hedgerow and shelterbelt planting, 6 - 10m in height.
- 4.11. The visual character will change from rural to rural residential subdivision. However the assessment concludes that potential visual effects can be reduced by adopting appropriate landscape controls, and as such there are no perceived adverse visual effects arising from rural residential subdivision that cannot be avoided, remedied or mitigated. The large allotment sizes, site coverage requirements, road boundary setbacks, large wide roads with grass berms, and opportunities for garden plantings will enable a sense of openness and natural character to be maintained within the Site. Views from SH1 across open farmland will be reduced, however given existing shelter belts restrict views currently it is considered that there will not be a significant loss of views as a result of the change in use of the Site. There is an existing long line of oak trees spaced at 5m intervals within the road reserve which will ensure filtered views towards future rural residential dwellings along the SH1 Site frontage (three more in addition to the existing farm dwelling). In addition, it is proposed to that an approximately 20m wide strip be planted with poplar and oak trees to give a bucolic appearance to the subdivision for passing motorists.
- 4.12. The Landscape Assessment includes a landscape concept for the subdivision which includes discontinuous framework planting within private lots, including at the Site boundaries. An additional District Plan rule requires this planting to be undertaken by the developer at the time of subdivision, with the requirement for a planting plan to be submitted for approval. The purpose of the framework planting is to provide shelter and amenity for private lots; maintain and/or create rural character elements; reduce the overall apparent scale of the development; and provide major screening of glare and vehicle movement from the proposed southern motorway extension to the east. The planting will

not be continuous and will retain vistas through the planting to the surrounding rural landscape.

- 4.13. Overall it is acknowledged that there will be a landscape and visual change across the Site from a rural to a more built up landscape. However the effect of this change is mitigated by the nature of rural residential development and the effects are considered to be minor.

### ***Ecosystems***

- 4.14. The Site has a history of being used for farming activities as is common for the Canterbury Plains. The Site contains a number of shelter belts around the periphery and a row of poplar trees through the middle. Some of these trees will be removed as part of the subdivision of the Site, however given the nature of rural residential developments, there will be an increase in trees on the Site associated with gardens and street trees. These are likely to have the greatest impact once they are established (7-10 years). This will be a positive effect of the plan change request.
- 4.15. There are no known areas of significant indigenous vegetation or habitat for significant indigenous fauna within the Site.

### ***Natural and Physical Resources***

- 4.16. One of the most significant physical resources in this area is the transport network, both within the Site and the wider area. A detailed transportation assessment, is included in **Annexure 5**. The report concludes that the proposed development can be safely and efficiently accommodated within, and integrated into, the local transportation environment, with effects that are less than minor.
- 4.17. SH1 adjoins the northern end of the Site and provides a strategic link between Christchurch City to the east and Rolleston township. Currently traffic volumes on this road are around 19,900 vehicles per day (refer to the Transport Assessment attached in **Annexure 5**). It is anticipated that SH1 will be upgraded between Templeton and Rolleston to extend the current Christchurch Southern Motorway. The ODP proposed for the Site does not include connections to SH1, but rather shows connections to the local roads to the east of the Site, and a landscaped buffer zone between proposed residential sections and SH1. It is considered that given there is no direct link to SH1 from the Site, and given the low traffic volumes generated by the Site, the proposed plan change request will have a minor effect on the current and future, safe and efficient functioning of SH1.
- 4.18. Analysis of the traffic effects on the local roading network from the Site has set out that there would be an increase during peak traffic of approximately 36 vehicle movements and that this when considered in the context of the increase in vehicle movements from the development to the west of the Site (to which the Site's vehicle movements would be additional), the additional traffic from the Site is unlikely to be noticeable on the local road network.

- 4.19. The Transport Assessment concludes that: "The site is located along the eastern edge of the Rolleston township and can be serviced through existing and planned transport network which makes efficient use of transport infrastructure to accommodate the demand for rural residential growth". Therefore the proposed plan change request has effects on the physical resource of the road network that are no more than minor.

### **Servicing**

- 4.20. Infrastructure is a physical resource. Servicing has the potential to create adverse effects on the environment, particularly with respect to disposal of sewerage and stormwater, and water supply. **Annexure 6** includes an Engineering and Servicing Report which sets out the key methods for servicing the Site, the key points and issues are set out below.

### **Stormwater**

- 4.21. In Rolleston there is no piped township stormwater reticulation. Given the free draining gravel soils under the township it is most practical to require future residents of the Site to install rapid soak holes for roof water and onsite hardstanding areas. This is a typical solution for dwellings in Rolleston. Stormwater for road and driveway runoff will be treated and discharged using a sump and soak pit system located in the road berms. The development of the Site will not significantly increase surface runoff from the Site.
- 4.22. Specific design solutions and devices can be the subject of the subdivision application. The site is well suited for onsite stormwater treatment and disposal and the adverse effects of the increase in stormwater discharge can be adequately mitigated.

### **Wastewater**

Rolleston's reticulated system has the capacity to receive the additional volumes from the Site. A gravity fed reticulation system to the southeast of the Site can then be pumped through a variety of means to connect to the reticulated system. A number of specific options are provided in the report in **Annexure 6**.

### **Water Supply**

- 4.23. The Site can be adequately serviced Rolleston's existing town water supply. Connections will be made to the west to provide reticulated services to the Site.

### **Discharge of Contaminants**

- 4.24. The proposal has the potential to discharge contaminants from stormwater runoff from buildings and hardstand areas (including roads) during storm events. The discussion on servicing above indicates that stormwater can be managed in an appropriate manner to ensure that the actual and potential effects of the discharge of contaminants from the Site will be no more than minor.

## Natural Hazards and Hazardous Substances

- 4.25. A preliminary site inspection was undertaken by Geoscience Consulting (NZ) to assess the potential for contaminants to have been deposited at the Site as a result of historic activities undertaken within, or in the immediate vicinity of, the property and report on the risk posed to future site users. A report on their findings is attached in **Annexure 7**. It concludes that there are two above ground fuel storage units on the part of the Site containing the existing dwelling which could pose a soil contamination threat. However given that it is intended to retain the existing dwelling, including the fuel tankers, on its own separate lot, the risk to future users of the remainder of the Site is considered to be low. There are no other hazardous substances identified on the Site.
- 4.26. A geotechnical report for the Site has been prepared by Riley Consultants and is attached in **Annexure 8**. The report concludes there no significant risk posed by liquefaction on the Site as concluded from test pit investigations and no observed effects from the 2011 earthquakes on the Site.
- 4.27. In terms of DBH guidelines, the Site is likely to be similar to those sites that fall into the technical category TC1.
- 4.28. Ground conditions in the test locations do not meet the requirements of NZS3604:2011 for standard shallow foundations and therefore house foundations require specific investigation and design. Indications based on investigations to date are that enhance slab TC2 foundations or other specific design is applicable.
- 4.29. Given the indications in the above reports it is considered that the effects of hazardous substances on the future users of the Site will be less than minor, and that the potential effects of natural hazards on the Site will be no more than minor.

## 5. SECTION 32 ASSESSMENT

5.1. This assessment has been prepared in accordance with the requirements of Section 32(1)(d) of the Act which requires the person who made a request for a Plan Change to consider alternatives, benefits and costs in an evaluation as stated in Clauses 32(3) to 32(6) of the Act. Section 32(3) of the Act requires that:

*"An evaluation must examine:*

- a. the extent to which each objective is the most appropriate way to achieve the purpose of the Act; and*
- b. having regard to their efficiency and effectiveness, the proposed policies, rules or other methods need to be assessed to determine whether they are the most appropriate for achieving the proposed objectives."*

5.2. Effectiveness measures how successful a particular option is in achieving the desired environmental outcomes sought by the District Plan, and the Plan objectives.

5.3. Efficiency measures the comparative costs and benefits of the alternative options.

### **Key District Plan Objectives**

5.4. There are no proposed objectives as part of this plan change request. The Living 3 Zoning proposed for the Site relies on the existing overarching objective and policy framework of the District Plan and the RPS. An assessment of the proposed plan change against the relevant objectives and policies is made in Annexure 3.

5.5. An existing objective in the District Plan (Growth of Townships) and a proposed objective (Health and Safety Values) as part of PC32 are of particular relevance to rural residential development and are set out below.

#### Objective B4.3.7

5.6. Ensure that any rural residential development occurs outside the urban limits identified in the Regional Policy Statement and such development occurs in general accordance with an operative Outline Development Plan, supports the timely, efficient and integrated provision of infrastructure, and provides for the long term maintenance of rural residential character.

#### Proposed Objective B3.4.6 (Quality of the Environment)

5.7. To manage rural residential activities by facilitating a maximum of 200 households in each of the periods to 2016, 2017 to 2026 and 2027 to 2041 through the Living 3 Zone, which are to be located outside the Urban Limits but adjoining Townships in the Greater Christchurch Urban Development Strategy area to:

- *Facilitate the provision of housing choice and diverse living environments outside the Urban Limits prescribed in the Regional Policy Statement*
- *Avoid significant adverse landscape and visual effects on rural character and amenity*



- *Avoid the cumulative loss of productive rural land and rural character that will result from the incremental rural residential development and to ensure that a consolidated pattern of urban growth is achieved across the Greater Christchurch Urban Development Strategy area of the District*
- *Be integrated with existing settlements to promote efficiencies in the provision of cost effective infrastructure, including the requirement to connect to reticulated wastewater and water services*
- *Ensure that rural residential expansion occurs in a way that encourages the sustainable expansion of infrastructure, and provides for a choice of travel modes*
- *Assist in achieving concentric and consolidated townships and to retain the distinctiveness between rural and urban environments*
- *Avoid incompatible amenity expectations between different land uses, particularly between rural residential living environments and the sensitive boundary interfaces of the Living 3 Zone with Townships and Rural zoned land*
- *Avoid significant reverse sensitivity effects with strategic infrastructure, including quarrying activities, Transpower High Voltage Transmission Lines and associated infrastructure, Burnham Military Camp, Council's Rolleston Resource Recovery Park and wastewater treatment plants in Rolleston and Lincoln, West Melton Military Training Area, agricultural research farms associated with Crown Research Institutes and Lincoln University.*

5.8. An assessment of these objectives is made in **Annexure 3**, Table 5. The plan change request provides an ODP in **Annexure 2** which details the integrated provision of infrastructure and provides for the long term maintenance of rural residential character. Consideration of the matters set out in proposed objective B3.4.6 are also covered in the AEE in Section 4 of this report.

### Efficiency and Effectiveness

5.9. A number of new rules are proposed to implement the proposed Living 3 Zone. Their effectiveness is assessed in Table A below.

Table A: assessment of rules and methods

Rule to be added or amended	Effectiveness
Townships Volume Proposed Rule 4.9.31(a)	<p>This new rule seeks to restrict the location of buildings on potential new allotments on the site to be set 40m back from SH1, 20m back from all other roads and 15m back from internal boundaries.</p> <p>The outcome sought is to maintain a sense of open space within the Site, provide opportunities for garden plantings, improve the amenity of the Site for future</p>

	<p>users and avoid any reverse sensitivity effects created with SH1.</p> <p>The proposed rule is effective in achieving a sense of open space and managing potential reverse sensitivity, and does not unreasonably restrict future landowners.</p>
<p>Townships Volume</p> <p>Proposed Rules 12.1.3.37(a) &amp; 12.1.4.77</p>	<p>Rule 12.1.3.37(a) sets out that development will occur in accordance with the ODP roading layout, that there will be a yield of not more than 36 allotments and that there will be a requirement for street tree and framework planting at the time of subdivision. Amendments to Rule 12.1.4.77 set out subdivision assessment matters specific to the Rolleston Living 3 zones, and East Rolleston Living 3 zone.</p> <p>The outcome sought by these rules is to ensure that development occurs in the manner sought by this propose plan change, thus ensuring appropriate management of environmental effects including traffic effects, infrastructure effects, landscape and visual amenity effects, and reverse sensitivity effects.</p> <p>This rule ensures development occurs in the specified manner and is therefore effective in achieving the outcomes sought.</p>
<p>Townships Volume</p> <p>Amended Table C12.1</p>	<p>This amended table specifies the minimum and average allotment sizes.</p> <p>The outcome sought by this change is to provide for section sizes anticipated for the Living 3 Zone.</p> <p>This amendment is the most effective way of achieving this outcome.</p>

5.10. Consideration of the efficiency of the rules and methods requires consideration costs and benefits of the proposal against the alternatives. Consideration of this has been undertaken in the following section.

## Alternative Options - Cost and Benefits and Efficiency and Effectiveness

### *Option One: Status Quo: Leave the land zoned Rural*

5.11. This option involves retaining the Rural Inner Plains zoning. Under this zoning the Site will continue to be available for agricultural use and will most likely continue to be used for cropping activities. Table B sets out the costs and benefits of this option.

Table B: Costs and Benefits for Option One, Keep the Status Quo.

	Costs	Benefits	Efficiency/Effectiveness
Council	<p>Potential for increased complaints through increased reverse sensitivity with adjoining landowners to the west. This represents a social and an economic cost to Council to manage complaints.</p> <p>There is a potential for traffic resources to be disturbed and/or damaged through farm machinery making access through residential area or directly from a new access onto SH1.</p> <p>Loss of opportunity to provide an integrated development on this site with potential for future ad-hoc development</p> <p>Lack of provision for suitable rural residential land will:</p>	<p>There is no time required for Council to assess a plan change.</p> <p>Retention of existing rural amenity including open rural outlook from adjoining areas and relatively 'benign' farming activity (notwithstanding that some more intensive farming activity could occur as a permitted activity, subject to meeting provisions of relevant plans, including discharge provisions of Canterbury Natural Resources Regional Plan)</p>	<p>Low – Moderate</p> <p>Not effective in meeting the provisions in the RPS or SDC's objectives and policies relating to rural residential development or growth of townships.</p> <p>Inefficient as it does not provide for the outcomes sought in the RPS or SDC's Plan when compared with Option Two</p>

	<p>result in prospective rural residential landowners purchasing 4 ha blocks for rural residential purposes, which is a less efficient use of the land resource.</p> <p>encourage development in areas less appropriate</p>		
Land developer	<p>There is an economic cost as the land will not sustain a reasonable economic return as a small farming unit for cropping and/or grazing purposes.</p> <p>Potential reverse sensitivity complaints can cause disruption to/restraints on normal farming operations.</p>	There is no time or monetary expense for the land developer to undertake a plan change.	As above
Neighbor's and wider community	<p>There is a likely disturbance to the amenity of neighbors adjoining the Site to the west through reverse sensitivity with existing farming activities.</p> <p>The existing demand for rural residential development is not met, thus potentially increasing rural residential section</p>	There is not any increased traffic from the site using the local roads (a very minor effect of future rural residential zoning given the small number of proposed lots).	As above

	prices due to the limited supply; and result in prospective rural residential landowners purchasing larger 4 ha blocks for essentially rural residential purposes, a less efficient use of the land resource.		
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**Option Two: Rezone for Rural Residential Purposes (Living 3)**

5.12. A private plan change request to rezone the Site to Living 3 to provide for rural residential allotments would provide an open spacious 'buffer' zone between the full urban areas to the west of the Site and the ongoing rural activities to the east. Consideration of the costs and benefits of this option have been considered in Table C below.

Table C: Costs and Benefits of Rezoning the Site to Living 3.

	Costs	Benefits	Efficiency/Effectiveness
Council	<p>There will be a time cost of assessing a plan change.</p> <p>The council will be responsible for a longer network of infrastructure and roading.</p>	<p>There will not be the reverse sensitivity effects of other options, which reduces the economic and amenity costs.</p> <p>Development will occur in an integrated manner ensuring cost effective infrastructure development.</p> <p>Change of site character from a largely open, intensive agricultural character to a rural</p>	<p>High – meets the provisions for rural residential in Policy 6.3.8 (LURP) Chapter 6 of the RPS including location adjoining existing urban limits.</p> <p>Provides for the outcomes sought by SDC's District Plan provisions, by providing an integrated development, with efficient infrastructure provision, a high level of semi-rural amenity and the avoidance of adverse effects on existing transport</p>

		<p>residential environment with a substantial vegetated component. Levels of amenity and rural character will be maintained in short term, and enhanced in longer term.</p> <p>There will be an 'urban limit' to the east of Rolleston ensuring a compact township shape.</p> <p>The developer will bear the costs of extending and installing infrastructure.</p> <p>The plan change amendments ensure that the integrity of the District Plan is maintained, including the security of having an ODP for the area included into the District Plan.</p>	networks or adjoining land uses.
Land Developers	There will be a monetary cost of undertaking a plan change.	The land developer has an economic gain from the development of the site. Resolves issues with the Site being an uneconomic farming unit as a result of part of the existing farm (the western portion) being rezoned LZ,	High - as above

		and a planned new greenfield residential area; and potential reverse sensitivity issues with this new residential area.	
Neighborhood and wider community	<p>There will be some loss of rural land.</p> <p>There will be some disturbance during construction works.</p>	<p>The rural residential land will provide an appropriate interface between rural and urban activities, thus reducing reverse sensitivity issues.</p> <p>The development will compliment and add to the amenity values within Rolleston township.</p> <p>The community is clear about the future growth of the township to the east.</p> <p>Will assist in meeting the market demand for rural residential allotments</p>	High - as above

***Option Three: Rezone to a medium to high density Living Zone***

5.13. This option involves applying the Rolleston Living 1 or 2 zone to the site. This zone will provide for residential subdivision as a Restricted Discretionary Activity with a reasonably small allotment size. Residential activities would be adjoining a site with rural activities creating a sharp rural/urban interface. The development would not be consistent with the objectives and policies of the District Plan, PC1 or the LURP Chapter 6 to the RPS, as it is located outside urban limits. The costs and benefits of this option are considered in Table D below.

Table D: Costs and Benefits of Option Three, to Rezone to a Medium or High Density Zone

	Costs	Benefits	Efficiency/Effectiveness
Council	<p>There will be a monetary cost of undertaking a plan change.</p> <p>The council will be responsible for a longer network of infrastructure and roading, even greater than under option two.</p> <p>There is potential for reverse sensitivity effects at the rural urban interface, which increases the economic and social costs to Council of managing complaints.</p> <p>There will be potential for additional growth beyond the Site to the east as an 'add on' to the proposed development, thus creating a sprawling township shape.</p> <p>The rezoned area would be outside the urban limits established in LURP's Chapter 6 to the RPS, therefore the plan change would make the District Plan inconsistent with regional planning documents.</p>	<p>The developer will bear the costs of extending and installing infrastructure.</p>	<p>Low – inconsistency with Regional and District Planning Documents is contrary to the provisions of the RMA.</p>



Land developer	There will be a monetary cost of undertaking a plan change. Given that this type of development is contrary to the objectives and policies of the District Plan and the RPS include Chapter 6 (LURP), it is likely the plan change would be declined.	The land developer has an economic gain from the development of the site.	As above
Neighborhood and wider community	<p>There will be some loss of rural land.</p> <p>There will be some disturbance during construction works.</p> <p>There will be significantly more traffic using the local roading network. This has the potential to reduce the amenity and safety of the area for existing and future residents.</p> <p>There is potential for reverse sensitivity effects at the rural / urban interface, creating social and amenity costs.</p>	The community is clear about the future growth of the township to the east.	As above

**Option Four: Apply for a resource consent for the proposed subdivision and development**

5.14. Subdivision of the site for Greenfield development would be a Non-Complying Activity under the rules of the District Plan Rural Volume. The District Plan specifically seeks to avoid the subdivision of lots lower than 4ha in the Inner Plains to avoid adverse effects of on-site effluent treatment and disposal on groundwater, and potential 'reverse sensitivity' effects on rural activities; and maintain a rural character that is distinct from townships. An application for subdivision and subsequent development is unlikely to be approved given the objectives and policies in the Plan under the current zoning. Also subdivision would only enable a 'narrow' assessment of the Site. A resource consent process does not allow a wider strategic approach. The specific costs and benefits of this option have been considered in Table E below.

Table E: Costs and Benefits for Option Four, Apply for a Resource Consent

	Costs	Benefits	Efficiency/Effectiveness
Council	<p>There will be a monetary cost of undertaking the processing of a large resource consent application.</p> <p>Given the application would be contrary to the objectives and policies for a Rural Inner Plains Site it is likely the application would be declined and would then need to be appealed. Environment court action, is costly for all parties.</p> <p>The application would also be contrary to regional planning documents (RPS, Chapter 6) which require all urban subdivisions to be in</p>	<p>There may not be the reverse sensitivity effects of other options, which reduces the economic and amenity costs.</p> <p>There will be an 'urban limit' to the east of Rolleston ensuring a compact township shape, although council will have less control of what is proposed.</p>	<p>Low - inconsistency with the statutory plan provisions means that an application would most likely be declined and then be appealed to the Environment Court.</p>

	<p>accordance with an Outline Development Plan included in the District Plan (there would be no ODP in the District Plan for the Site).</p> <p>The Council has less control over the size of allotments, the style of the development or the environmental outcomes sought from the development.</p> <p>A resource consent application, if granted, may challenge the integrity of the District Plan.</p> <p>Council would not have an ODP included in the District Plan for the site and may have to bear the costs of undertaking a plan change to include one.</p>		
Land developer	<p>There will be a monetary cost of undertaking a resource consent application. These costs will be particularly high if the application is declined and appealed to the</p>	<p>The land developer has an economic gain from the development of the Site.</p>	<p>As above</p>

	Environment Court. It is unlikely that the application would be successful.		
Neighbourhood and wider community	<p>There will be some loss of rural land.</p> <p>There will be some disturbance during construction works.</p>	<p>The rural residential land may provide an appropriate interface between rural and urban activities, thus reducing reverse sensitivity issues.</p> <p>The development may compliment and add to the amenity values within Rolleston township.</p>	As above

***Preferred Option: Rezone to Living 3***

5.15. The preferred approach is option two; to rezone the Site from Rural Inner Plains to the Living 3 zone. This option provides the greatest benefits and the least costs of the three options. Rezoning the Site is considered most efficient and effective for the following reasons:

- Rezoning the Site enables a more strategic approach with specific environmental outcomes for the Site embedded within the District Plan in an appropriate regulatory framework.
- Provides for an integrated development which avoids, mitigates or remedies adverse effects on the environment.
- Can be incorporated within the District Plan with minimal drafting and avoids onerous site specific provisions for administering the District Plan
- Is immediately adjacent to an area identified for urban growth which is currently being consented for such development, consistent with Council's stated preference for future rural residential areas (in the RRBR) to be adjoining and integrated with urban residential areas

- Is a more 'efficient' use of the land given the restrictions of access to SH1 and planned residential growth to the immediate west of the Site which includes part of the existing farm property owned by the landowners, and leaves an uneconomic balance farm property (the Site).

### **Evaluation of Risk**

5.16. Section 32 requires an evaluation of the risk of not acting in circumstances where there is uncertain or insufficient information about the subject matter of policies, rules or other methods. This can be particularly relevant where the subject matter requires consideration of scientific data. In this case, there is sufficient information and no uncertainties regarding that information, in order to be able to fully assess the environmental effects of the proposed re-zoning. It is considered that the risk of acting in this instance is low and that the plan change request can proceed.

## 6. CONSULTATION

- 6.1. Consultation has been carried out with Selwyn District Council planning and assets officers during the course of preparation of the plan change, including in relation to the ODP. Attached as **Annexure 9** is a copy of a letter from SDC summarizing matters discussed at a pre-application meeting and subsequent email correspondence with SDC. Initial advice was that the preliminary ODP with smaller lots in a central position was supported, but on the basis of subsequent SDC expert landscape advice, this was changed to a preference for the reverse ie. smaller lots around the periphery and larger lots in the centre, in order to provide more of an open space character in the centre and greater degree of 'rural' character. The final ODP layout reflects this later advice.
- 6.2. The proposal for rural residential use of the Site has already been the subject to considerable consultation through other SDC processes, principally the RRBR and PC17 (withdrawn). The site was identified as a preferred rural residential site in PC17, and there were no submissions on PC17, including from neighbouring landowners, which opposed this.
- 6.3. There is a notice of requirement from the New Zealand Transport Agency for a small part of the land adjoining the State Highway, to provide for an extended southern motorway. The proposed plan change has been developed with this in mind, and consultation with NZTA is being undertaken. The outcome of this consultation will be forwarded to Council.
- 6.4. Consultation has been undertaken with Local Runanga, through their consultancy Mahaanui Kurataiao Ltd via an email with a copy of the application sent to them on 19<sup>th</sup> June 2013. As yet there has been no response from this organization regarding the application.

## **7. CONCLUSION**

- 7.1. The proposed plan change seeks to rezone 20.59ha of land, legally described as Lot 4 DP 74253, from Rural Inner Plains to a Living 3 Zone. The Site adjoins the current urban limits of Rolleston township to the east, and adjoins SH1. The site currently contains farming and cropping activities, however given recent development to the west, the Site will no longer have appropriate access from SH1, and, due to its size, will no longer continue to be an economically viable farming unit.
- 7.2. The proposed development of the Site to a Living 3 Zone with large setbacks from SH1 and setbacks from other roads and internal boundaries, will ensure that reverse sensitivity effects with traffic on SH1, and other rural activities to the east of the Site will be avoided. The proposed wide streets, with grass berms, and informal grouping of street trees, along with road boundary setbacks and a low yield across the Site will ensure retain the sense of openness associated with the rural surroundings is maintained or enhanced. The connections to the development to the west will ensure a high level of connectivity of the Site with the urban area of Rolleston township, and provides for good transport connections for all modes of transport. Overall the effects on the environment will be no more than minor.
- 7.3. The proposed plan change represents an efficient and effective use of land, and reduces the potential for reverse sensitivity effects at the rural/urban interface. The rezoning is consistent with the policies and objectives of the District Plan, and the Regional Policy Statement, including LURP's Chapter 6.
- 7.4. The plan change is consistent with the relevant provisions of the RMA and can be accepted by Council.

### **Annexure Three: Assessment Against Planning Provisions**

#### **Canterbury Regional Policy Statement (Operative 2013)**

The Regional Policy Statement (RPS) was made operative in January 2013. Chapter 6 of the RPS was not included.

The Land Use Recovery Plan (LURP) is a response to changes in land use patterns and needs since the 2010-11 earthquakes and the includes the insertion of a new Chapter 6 to the RPS. Consideration of the provisions of Chapter 6 proposed as part of LURP have been made in Table 2 below.

Table 1: Relevant Objectives and Policies of the Canterbury Regional Policy Statement

Canterbury Regional Policy Statement	Assessment
<p>Objective 5.2.1: Location Design and Function of Development (Entire Region)</p> <p>Development is located and designed so that it functions in a way that:</p> <p>achieves consolidated, well designed and sustainable growth in and around existing urban areas as the primary focus for accommodating the region's growth; and</p> <p>enables people and communities, including future generations, to provide for their social, economic and cultural well-being and health and safety; and which:</p> <p>maintains, and where appropriate, enhances the overall quality of the natural environment of the Canterbury region, including its coastal environment, outstanding natural features and landscapes, and natural values;</p> <p>provides sufficient housing choice to meet the region's housing needs;</p> <p>encourages sustainable economic development by enabling business activities in appropriate locations;</p>	<p>The proposed plan change will be designed using good urban design principles, and is adjoining an existing township.</p> <p>The proposed plan change provides housing choice which contributes towards meeting the region's housing needs.</p> <p>The proposed layout of the road network within the Site will ensure alternative forms of transport are available, which will help to minimise energy use.</p> <p>Through good infrastructure design, and subdivision design adverse effects on significant natural and physical resources can be avoided.</p> <p>The proposed plan change is in general accordance with Objective 5.2.1.</p>



<p>minimises energy use and/or improves energy efficiency;</p> <p>enables rural activities that support the rural environment including primary production;</p> <p>is compatible with, and will result in the continued safe, efficient and effective use of regionally significant infrastructure;</p> <p>avoids adverse effects on significant natural and physical resources including regionally significant infrastructure, and where avoidance is impracticable, remedies or mitigates those effects on those resources and infrastructure;</p> <p>facilitates the establishment of papakāinga and marae; and</p> <p>avoids conflicts between incompatible activities.</p> <p>Policy 5.3.7 Strategic land transport network and arterial roads (Entire Region)</p> <p>In relation to strategic land transport network and arterial roads, the avoidance of development which:</p> <p>adversely affects the safe efficient and effective functioning of this network and these roads, including the ability of this infrastructure to support freight and passenger transport services; and</p> <p>in relation to the strategic land transport network and arterial roads, to avoid development which forecloses the opportunity for the development of this network and these roads to meet future strategic transport requirements.</p>	<p>As has been discussed in the Transport Assessment attached in <b>Annexure 5</b>, the proposed road layout in the ODP provides for the safe and efficient functioning of the road network. The reliance on the use of local, neighborhood and arterial roads rather than SH1 for access ensure no adverse effects to this nationally important physical resource.</p>
<p>Objective 11.2.1 – Avoid new subdivision, use and development of land that increases risks</p>	

<p>associated with natural hazards</p> <p>New subdivision, use and development of land which increases the risk of natural hazards to people, property and infrastructure is avoided or, where avoidance is not possible, mitigation measures minimise such risks.</p> <p>Policy 11.3.1 – Avoidance of inappropriate development in high hazard areas</p> <p>To avoid new subdivision, use and development (except as provided for in Policy 11.3.4) of land in high hazard areas, unless the subdivision, use or development:</p> <ul style="list-style-type: none"> <li>is not likely to result in loss of life or serious injuries in the event of a natural hazard occurrence; and</li> <li>is not likely to suffer significant damage or loss in the event of a natural hazard occurrence; and</li> <li>is not likely to require new or upgraded hazard mitigation works to mitigate or avoid the natural hazard; and</li> <li>is not likely to exacerbate the effects of the natural hazard; or</li> <li>is proposed to be located in an area zoned or identified in a district plan or Chapter 6 of the CRPS for urban residential, industrial or commercial use, at the date of notification of the CRPS, in which case the effects of the natural hazard must be mitigated.</li> </ul> <p>Policy 11.3.3 – Earthquake Hazards</p> <p>New subdivision, use and development of land on or close to an active earthquake fault trace, or in areas susceptible to liquefaction and lateral spreading, shall be managed in order to avoid or</p>	<p>The proposed rezoning of the Site from a rural zone to a rural residential zone will not increase the risks associated with natural hazards. The Geotechnical report provided in <b>Annexure 8</b> considers the land is suitable for approval under s106 of the Act (which considers natural hazard risks associated with slippage, subsidence, inundation, erosion or falling debris) and that there is no risk of lateral spread, and any potential liquefaction risk is at below 10m depth and not significant. . Therefore the proposal is in general accordance with Objective 11.2.1 and Policy 11.3.1.</p>
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mitigate the adverse effects of fault rupture, liquefaction and lateral spreading.	
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**Table 2: Relevant Objectives and Policies, of the Land Use Recovery Plan, Chapter 6 to the RPS.**

<p><b>Definition: Rural Residential activities</b> – means residential units outside the identified priority areas at an average density of between 1 and 2 households per hectare.</p>	<p>The proposal is outside the areas identified as priority areas and has an average density of between 1.75 households per ha . The proposal is therefore considered as a rural residential activity.</p>
<p><b>Objective 6.2.1 – Recovery Framework</b></p> <p>Recovery, Rebuilding and development is enabled within Greater Christchurch through a land use and infrastructure framework that: ...</p> <p>7) Maintains the character and amenity to rural areas and settlements</p> <p>9) Intergrates strategic and other infrastructure and services with land use development;</p> <p>10) achieves development that does not adversely affect the efficient operation, use, development, and appropriate upgrade, and future planning of strategic infrastructure and freight hubs;</p> <p>11) optimizes use of existing infrastructure; and</p>	<p>The proposal seeks to maintain and enhance the sense of rural space by providing large sections and wide streets containing trees.</p> <p>The proposal includes a separation from the strategic road network of the State Highway to ensure the development does not adversely affect the efficient operation of the current or proposed future use of this nationally significant infrastructure.</p> <p>The proposal makes use of existing water supply, and wastewater disposal systems for Rolleston township.</p>
<p><b>Objective 6.2.2 - Urban form and settlement pattern</b></p> <p>The urban form and settlement pattern in Greater Christchurch is managed to provide sufficient land for rebuilding and recovery needs and set a foundation for future growth, with an urban form that achieves consolidation and intensification of urban areas, and avoids</p>	<p>The proposed plan change provides for the growth of Rolleston in a manner that ensures residents have ease of access to the services in Rolleston, while providing a eastern extent to the township living zones, clearly defined by the adjoining proposed rural residential zone. The plan change is in general accordance with</p>

<p>unplanned expansion of urban areas, by:</p> <p>...6) Encourage sustainable and self-sufficient growth of the towns of Rangiora, Kaiapoi, Woodend, Lincoln, Rolleston Prebbleton and consolidation of the existing settlement of West Melton;</p> <p>7) Managing rural residential development outside of existing urban and priority areas: and...</p>	<p>Objective 6.2.1. The proposed rural residential is planned, integrated and 'managed' development, with a design integrated with the adjoining urban area, and in accordance with an ODP.</p>
<p>Objective 6.2.3 - Sustainability</p> <p>Recovery and rebuilding is undertaken in Greater Christchurch that:</p> <p>provides for quality living environments incorporating good urban design;</p> <p>retains identified areas of special amenity and heritage value;</p> <p>retains values of importance to tangata whenua;</p> <p>provides a range of densities and uses; and</p> <p>is healthy, environmentally sustainable, functionally efficient and prosperous</p>	<p>The ODP has been designed using good urban design principles to create a quality living environment and to ensure that the rural amenity of the area is maintained as discussed in the Landscape report in <b>Annexure 4</b>. The Site provides for a range of rural residential sized allotments and provides a healthy, environmentally sustainable environment.</p>
<p>Objective 6.2.4 – Integration of transport infrastructure and land use</p> <p>Prioritise the planning of transport infrastructure so that it maximises integration with the priority areas and new settlement patterns and facilitates the movement of people and goods and provision of services in Greater Christchurch, while:</p> <p>managing network congestion;</p> <p>reducing dependency on private motor</p>	<p>The ODP for the Site outlines the proposed road network layout. This does not include a connection to SH1. The Site has been designed to promote walking and cycling into Rolleston and to ensure that infrastructure can be integrated with existing developments to the west.</p> <p>Provision has been made for the widening of the State Highway to provide for the needs of regional transport networks.</p>

<p>vehicles;</p> <p>reducing emission of contaminants to air and energy use; and</p> <p>promoting the use of active transport modes.</p> <p>Optimizing use of existing capacity within the network: and</p> <p>Enhancing transport safety.</p>	<p>The proposal is therefore in general accordance with Objective 6.2.4.</p>
<p>Policy 6.3.2 – Development form and urban design</p> <p>Business development, residential development (including rural residential development) and the establishment of public space is to give effect to the principles of good urban design, and those of the NZ Urban Design Protocol 2005, through the design, assessment and development process:</p> <p>Tūrangawaewae – the sense of place and belonging – recognition and incorporation of the identity of the place, the context and the core elements that comprise the place. Through context and site analysis, the following elements should be used to reflect the appropriateness of the development to its location: landmarks and features, historic heritage, the character and quality of the existing built and natural environment, historical and cultural markers and local stories.</p> <p>Integration – recognition of the need for well-integrated places, infrastructure, movement routes and networks, spaces, land uses and the natural and built environment. These elements should be overlaid to provide an appropriate form and pattern of use and development.</p> <p>Connectivity – the provision of efficient and safe high quality, barrier free, multimodal</p>	<p>The ODP has been designed using good urban design principles to ensure that the area has a sense of 'openness' in order to retain the rural nature of the surrounding area to the east and south, and a semi-rural character for the proposed subdivision. This is achieved through a low yield across the Site, large road and internal boundary setbacks, wide roads with berms and street trees and plenty of opportunity for garden plantings. A proposed pedestrian/cycle link from the internal road to and along the SH1 landscape buffer area will provide an attractive 'off road' link to the adjoining SH1 buffer area to the west. This will be an attractive 'unique' feature of this part of Rolleston, adding to 'sense of place'.</p> <p>The use of the proposed road network to link the Site to the existing development to the west will ensure that a sense of integration occurs between the Site and the urban area of Rolleston. The wide streets incorporating wide berms, swales and tree plantings, along with opportunities to provide for garden plantings will ensure integration with the surrounding rural area.</p> <p>Although the Site does not contain street</p>

<p>connections within a development, to surrounding areas, and to local facilities and services, with emphasis at a local level placed on walking, cycling and public transport as more sustainable forms of transport.</p> <p>Safety – recognition and incorporation of Crime Prevention Through Urban Design (CPTED) principles in the layout and design of developments, networks and spaces to ensure safe, comfortable and attractive places.</p> <p>Choice and diversity – ensuring developments provide choice and diversity in their layout, built form, land use housing type and density to adapt to the changing needs and circumstances of the population.</p> <p>Environmentally sustainable design – ensuring that the process of design and development minimizes water and resource use, restores ecosystems, safeguards mauri and maximizes passive solar gain.</p> <p>Creativity and innovation – supporting opportunities for exemplar approaches to infrastructure and urban form to lift the benchmark in the development of new urban areas in the Christchurch region.</p>	<p>lighting to provide additional security at night, wide streets and the sense of openness created by the road network will ensure that a sense of community is developed that will help to prevent crime. Limitations as to fencing style will also assist with this.</p> <p>The Site is located only 1 – 2 Km from the center of Rolleston which is a reasonable distance to facilitate walking and cycling modes of transport.</p> <p>The use of the Site for rural residential activities will not adversely impact on the environmental quality of the area, given the large section sizes and the opportunity for garden spaces within sections.</p> <p>The proposed rural residential development will provide for a wider choice of housing environments in this part of Rolleston which does not include any existing low density rural residential style development.</p>
<p>Policy 6.3.3 – Development in accordance with outline development plans</p> <p>Development in greenfields areas, including rural residential development, is to occur in accordance with the provisions set out in an outline development plan or other rules for the area. Subdivision cannot proceed ahead of the incorporation of an outline development plan in a district plan. Outline development plans and associated rules will:</p> <p>1) Be prepared as:</p> <p>a) a single plan for the whole of the priority</p>	<p>An ODP is proposed which shows:</p> <ul style="list-style-type: none"> <li>• the principal roads and connections to adjoining site to the west.</li> <li>• Potential infrastructure connections with the adjoining site to the west.</li> <li>• Swale areas within the road width for stormwater treatment and drainage.</li> <li>• Land set aside to provide a landscaped</li> </ul>

<p>area; or</p> <p>b) where an integrated plan adopted by the Territorial Authority exists for the whole of the priority area and the Outline Development Plan is consistent with the integrated plan, part of that integrated area; or</p> <p>C) as a single plan for the whole of a rural residential area; and</p> <p>2) Be prepared in accordance with the matters set out in Policy 6.3.2;</p> <p>3) Show proposed land uses including:</p> <p>Principal through roads, connections with surrounding road networks, relevant infrastructure services and areas for possible future development;</p> <p>Land required for community facilities or schools;</p> <p>Parks and other land for recreation;</p> <p>Land to be used for business activities;</p> <p>The distribution of different residential densities, in accordance with Policy 6.3.7;</p> <p>Land required for stormwater treatment, retention and drainage paths</p> <p>Land reserved or otherwise set aside from development for environmental, historic heritage, or landscape protection or enhancement;</p> <p>Land reserved or otherwise set aside from development for any other reason, and the reasons for its protection from development;</p> <p>Pedestrian walkways, cycleways, bus routes both within and adjoining the area to be</p>	<p>setback from SH1 to protect the physical resource from reverse sensitivity.</p> <ul style="list-style-type: none"> <li>• Potential pedestrian walkways and cycleways should they be deemed necessary by Council.</li> <li>• Areas for a variety of densities, ensuring higher densities nearer to existing development and lower densities nearer the adjoining rural environment and State Highway.</li> </ul> <p>In combination with the information contained within the plan change application, it is considered that the ODP fulfills all of the relevant requirements of this policy.</p>
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<p>developed;</p> <p>4) Demonstrate how Policy 6.3.7 will be achieved for residential areas within the area that is the subject of the outline development plan, including staging;</p> <p>5) Identify significant cultural, natural or historic heritage features and values, and show how they are to be protected and/or enhanced;</p> <p>6) Document the infrastructure required, when it will be required and how it will be funded;</p> <p>7) Set out the staging and co-ordination of subdivision and development between landowners;</p> <p>8) Demonstrate how effective provision is made for a range of transport options including public transport options and integration between transport modes, including pedestrian, cycling public transport , freight, and private motor vehicles;</p> <p>9) Show how other potential adverse effects on and/or from nearby existing or designated strategic infrastructure (including requirements for designations, or planned infrastructure) will be avoided, remedied or appropriately mitigated;</p> <p>10) Show how other potential adverse effects on the environment, including the protection and enhancement of surface and groundwater quality, are to be avoided, remedied or mitigated;</p> <p>11) Show how the adverse effects associated with natural hazards are to be avoided, remedied or mitigated as appropriate and in accordance with chapter 11 and any relevant guidelines; and</p> <p>12) Include any other information that is</p>	
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<p>relevant to an understanding of the development and its proposed zoning.</p>	
<p>Policy 6.3.4 – Transport effectiveness</p> <p>Ensure that an efficient and effective transport network that supports business and residential recovery is restored, protected and enhanced so that it maintains and improves movement of people and goods around Greater Christchurch by:</p> <ul style="list-style-type: none"> <li>(1) Avoiding development that will overload strategic freight routes;</li> <li>(2) providing patterns of development that optimise use of existing network capacity and ensuring that, where possible, new building projects support increased uptake of active and public transport, and provide opportunities for modal choice;</li> <li>(3) providing opportunities for travel demand management;</li> <li>(4) requiring integrated transport assessment for substantial developments; and</li> <li>(5) improving road user safety.</li> </ul>	<p>The proposal includes road, and pedestrian linkages towards the west, rather than towards the state highway to the north. This will ensure that the development will not overload or compromise the strategic network at this point.</p> <p>The linkages proposed enable future residents to make use of the full range of transport modes, by providing pedestrian linkages as well as wide road to enable on street cycling in a safe manner.</p>
<p>Policy 6.3.5 – Integration of landuse and infrastructure</p> <p>Recovery of Greater Christchurch is to be assisted by the integration of land use development with infrastructure by:</p> <p>Identifying priority areas for development to enable reliable forward planning for infrastructure development and delivery;</p> <p>Ensuring that the nature, timing and sequencing of new development is co-ordinated with the development, funding, implementation and operation of transport and</p>	<p>The report in <b>Annexure 6</b> identifies the existing infrastructure which can easily and cost effectively be extended to accommodate the proposed 36 allotments.</p>

<p>other infrastructure in order to;</p> <p>optimise the efficient and affordable provision of both the development and the infrastructure;</p> <p>maintain or enhance the operational effectiveness, viability and safety of existing and planned infrastructure;</p> <p>protect investment in existing infrastructure; and</p> <p>ensure new development does not occur until provision for appropriate infrastructure is in place;</p> <p>Providing that the efficient and effective functioning of infrastructure, including transport corridors, is maintained, and the ability to maintain and upgrade that infrastructure is retained;</p> <p>Only providing for new development that does not affect the continued operation, use, development, appropriate upgrading and safety of existing strategic infrastructure, including by avoiding noise sensitive activities within the 50dBA Ldn noise contour for Christchurch International Airport, unless the activity is within an existing residentially zoned urban area, priority area identified for Kaiapoi, or greenfield residential area identified in Map A; and</p> <p>Management of the effects of land-use activities on infrastructure, including avoiding activities that have potential to limit the efficient and effective, provision, operation, maintenance or upgrade of strategic infrastructure and freight hubs.</p>	<p>The Transport Assessment in <b>Annexure 5</b> shows that the proposed roading layout provides an efficient use of transport infrastructure to accommodate demand for rural residential growth.</p> <p>The Site is not located within the 50dBA Ldn noise contour for Christchurch International Airport and therefore will not affect the continued function of this physical resource.</p> <p>The proposal makes specific provision for the proposed widening of the southern motorway by providing a reserve area adjoining the northern boundary of the site.</p> <p>Therefore the proposed plan change is in accordance with policy 6.3.5.</p>
<p>Policy 6.3.9 – Rural residential development</p> <p>In Greater Christchurch, rural residential</p>	<p>SDC does not currently have an adopted rural residential development plan, but does have a Rural Residential Background Report,</p>

<p>development further to areas already zoned in district plans as at 1<sup>st</sup> January 2013 can only be provided for by territorial authorities in accordance with adopted rural residential development plans prepared in accordance with the Local Government Act 2002, subject to the following:</p> <p>In the case of Christchurch City, no further rural residential activity is to be provided for within the Christchurch City Plan area;</p> <p>The location must be outside the priority areas for development and existing urban areas;</p> <p>All subdivision and development must be located so that it can be economically provided with a reticulated sewer and water supply integrated with a publicly owned system, and appropriate stormwater treatment and disposal;</p> <p>Legal and physical access is provided to a sealed road, but not directly to a road defined in the relevant district plan as a Strategic or Arterial Road, or as a State highway under the Government Roding Powers Act;</p> <p>The location of any proposed rural residential development shall:</p> <p>avoid noise sensitive activities occurring within the 50 dBA Ldn air noise contour surrounding Christchurch International Airport so as not to compromise the future efficient operation of Christchurch International Airport or the health, well-being and amenity of people;</p> <p>avoid the groundwater recharge zone for Christchurch City's drinking water;</p> <p>avoid land between the primary and secondary stop banks south of the Waimakariri River;</p> <p>avoid land required to protect the landscape</p>	<p>prepared under the Local Government Act and which informed PC17 (withdrawn) and PC32. The East Rolleston PC is in accordance with the RRBR criteria for rural residential development.</p> <p>The applicant made a submission on the LURP requesting that CERA make a statutory direction to SDC to prepare a rural residential development plan as required by this policy. It is understood that this process is already underway.</p> <p>The East Rolleston PC meets all of Policy 6.3.8 criteria 1) to 6) for the reasons set out below:</p> <p>The Site is located outside the priority areas for development and existing urban areas.</p> <p>The Site can economically be provided with water supply and sewer connections to the publically owned system in the development to the west.</p> <p>Access will be made to the existing roads to the west of the Site and no access will be made to SH1.</p> <p>The proposal is not within the 50 dBA Lnd noise contour.</p> <p>The Site is not within the groundwater recharge zone for Christchurch City's drinking water.</p> <p>The Site is not between the primary and secondary stop banks south of the Waimakariri River.</p> <p>The Site does not contain land to protect the landscape character of the Port Hills.</p> <p>The Site is not located near any of the military training facilities.</p> <p>The Site provides for good access to</p>
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<p>character of the Port Hills;</p> <p>not compromise the operational capacity of the Burnham Military Camp, West Melton Military Training Area or Rangiora Airfield;</p> <p>support existing or upgraded community infrastructure and provide for good access to emergency services;</p> <p>avoid significant reverse sensitivity effects with adjacent rural activities, including quarrying and agricultural research farms, or strategic infrastructure;</p> <p>avoid significant natural hazard areas including steep or unstable land;</p> <p>avoid significant adverse ecological effects and support the protection and enhancement of ecological values;</p> <p>Support the protection and enhancement of ancestral land, water sites, wāhi tapu and wāhi taonga of Ngāi Tahu;</p> <p>where adjacent to or in close proximity to an existing urban or rural residential area, be able to be integrated into or consolidated with the existing settlement; and</p> <p>avoid adverse effects on existing surface water quality.</p> <p>6) An outline development plan is prepared which sets out an integrated design for subdivision and land use, and provides for the long-term maintenance of rural residential character.</p> <p>7) A rural residential development area shall not be regarded as in transition to full urban development.</p>	<p>emergency services and community infrastructure in Rolleston.</p> <p>The low yield of the Site will ensure reverse sensitivity effects are avoided. There are no known intensive farming activities in the immediate locality.</p> <p>The Site does not include any areas of potential natural hazard.</p> <p>The Site does not contain any ancestral land, water sites, wahi tapu or wahi taonga or Ngai Tahu.</p> <p>The Site development will integrate with proposed residential development to the west.</p> <p>The Site does not contain or affect existing surface water.</p> <p>An Outline Development Plan has been provided and the rural residential area is intended to provide for an appropriate interface with the rural land beyond, rather than become a transition to a full urban development. The proposal complies with this policy.</p>
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### Regional Land Transport Strategy 2008 – 2018

The relevant targets and vision for Greater Christchurch are identified below. The Transport Assessment attached as **Annexure 5** also includes an assessment.

Table 3: Regional Land Transport Strategy 2008 - 2018

Regional Land Transport Strategy	Assessment
Providing Transport Options	The strategy has a target of increasing trips using a wider range of transport modes through cycling, walking, public passenger transport. The Site will cater for all transport modes, with good linkages from the Site to the existing Rolleston urban area. The site is within close proximity to bus services, and the road network layout can accommodate bus services.
Roads: Safety Public Health Environmental Sustainability and Infrastructure	All roads will be developed to appropriate Council standards.  The Site provides for sustainable transport options, with access to public transport.  Strategic roading infrastructure as part of CRETs is planned which supports the proposed site.
Land Use	The strategy seeks integration of land use with transport provision to contribute to improvements in the affordability, integration, safety, responsiveness and sustainability of the land transport system. Urban growth at the proposed Site has been considered in future upgrades of the wider Rolleston roading network.

### Assessment against Selwyn District Plan Objectives

The Selwyn District plan policy framework sets the strategic scene for how Council will manage growth and the environmental outcomes sought. Plan Change 32 proposes a number of changes to some of these objectives and policies and these changes have been considered in this assessment, although it is noted that Plan Change 32 is on hold. Where objectives or policies have been modified or inserted as a result of PC32 an indication of the inserted parts is given with an underline in the text, proposed deletions are indicated with a ~~strikethrough~~ and the note “[PC32]” indicates the origin of the changes. Where subsequent plan changes have altered the objective or policy numbers since PC32 was drafted, the new amended numbering has been

adopted, however the changes to the relevant objective or policy as per PC32 has been retained. The relevant objectives and policies and assessments are outlined below in Table 5.

Table 5: Relevant Objectives and Policies, Selwyn District Plan

District Plan – Townships Volume Chapter B1 Natural Resources	Assessment
<p>Objective B1.1.2</p> <p>New residential or business activities do not create shortages of land or soil resources for other activities in the future.</p> <p>Policy B1.1.3</p> <p>Avoid adverse effects on people's health or well-being from exposure to contaminated soil.</p> <p>Policy B1.1.8</p> <p>Avoid rezoning land which contains versatile soils for new residential or business development if:</p> <p>The land is appropriate for other activities; and</p> <p>There are other areas adjoining the township which are appropriate for new residential or business development which do not contain versatile soils.</p>	<p>The Site does not have access to SH1 and is adjacent to existing residential zoned land creating the potential for reverse sensitivity effects with farming activities. It is most appropriate to rezone this land to enable rural residential activities.</p> <p>The Site has been assessed and the report provided in <b>Annexure 7</b>. No contaminated soils found in the areas where new development is to occur. Any contaminated soils in the vicinity of the existing farm fuel tanks can be removed in necessary. This can be dealt with the time of subdivision.</p> <p>The Site soils comprise Templeton silt loam and Templeton silt loam on sand which are versatile soils. Most of the area surrounding Rolleston (i.e other than land to the west, which already includes PC 8 &amp; 9) ) contains soils which are considered to be versatile, therefore most new development adjoining Rolleston will contain versatile soils. However given that the Site is adjacent to existing urban development it is considered to be appropriate for rural residential development. It is also not appropriate for continued agricultural use as the existing farm is now partly within the Urban Limits, including the existing access from Levi Road. As a farm block, the Site will be uneconomic,</p> <p>Avoidance of versatile is not a factor for</p>

	consideration under other key policy documents, including PC1 and the LURP. However the proposal site represents an appropriate location for rural residential development adjoining existing residential activities. The site provides for efficiencies with respect to transport connections, water and wastewater supply and the ability to integrate a development with existing township services.
<p>Objective B1.2.1 [PC32]</p> <p>Expansion of townships in Selwyn District <u>and rural residential activities</u> maintains and enhances the quality of ground or surface water resources.</p> <p>Policy B1.2.2</p> <p>Ensure land rezoned to a Living or Business zone can be serviced with a water supply and effluent and stormwater disposal without adversely affecting ground water or surface waterbodies</p> <p>Policy B1.2.3 [PC32]</p> <p>Require the water supply to any allotments or building in any township <u>and the Living 3 Zone</u> to comply with the current New Zealand Drinking Water Standards and to be reticulated in all townships <u>and the Living 3 Zone</u>, except for sites in the existing Living 1 Zone in Doyleston.</p> <p>Policy B1.2.5 [PC32]</p> <p>Require any sewage treatment and disposal to be reticulated in the <u>Living 3 Zone and in</u> the townships</p>	<p>As shown in the Engineering and Servicing Report, it is possible to efficiently provide water supply and effluent and stormwater disposal to the Site without adversely affecting waterbodies. Please refer to <b>Annexure 6</b> for further details.</p> <p>In accordance with Policy B1.2.3 it is possible to provide water supply to the allotments with the appropriate drinking standard. This is discussed in detail in the engineering and servicing report in <b>Annexure 6</b></p> <p>In accordance with Policy B1.2.5, it is possible to provide sewage treatment and disposal to Rolleston's reticulated system, and further detail of this can be found in the engineering and servicing report in <b>Annexure 6</b></p>

of Castle Hill, Doyleston, Lake Coleridge Village, Leeston, Linclon, Prebbleton, Rolleston, Southbridge, Springston, Tai Tapu and West Melton.	
Chapter B2 Physical Resources	
<p>Objective B2.1.1 [PC32]</p> <p>An integrated approach to land use and transport planning to ensure the safe and efficient operation of the District's roads, pathways, railway lines and airfields is not compromised by adverse effects from activities on surrounding land or by residential <u>and rural residential</u> growth.</p> <p>Objective B2.1.2</p> <p>An integrated approach to land use and transport planning to manage and minimise adverse effects of transport networks on adjoining land uses and to avoid "reverse sensitivity" effects on the operation of transport networks.</p> <p><b>Policy B2.1.2</b> Manage effects of activities on the safe and efficient operation of the District's existing and planned road network, considering the classification and function of each road in the hierarchy.</p> <p><b>Policy B2.1.5</b> Ensure the development of new roads is:  Integrated with existing and future transport networks and landuses; and  Is designed and located to maximize permeability and accessibility;  Through achieving a high level of connectivity within</p>	<p>The Outline Development Plan indicates the proposed roading layout for the Site, which shows connections to the development occurring on the adjoining site to the west. This will provide connections into the urban area of Rolleston. There are no direct vehicle access points onto SH1. The Transport Assessment (attached in <b>Annexure 5</b>) indicates that the proposed growth can be accommodated in this area in an integrated manner and in accordance with the following objectives and policies: objectives B2.1.1, and B2.1.2, and Policies B2.1.2, B2.1.5 and B2.1.12.</p> <p>Proposed amendments to the District Plan as part of this Plan Change Request include a 20m setback from roads, which will ensure good visibility is maintained. No access is provided onto SH1, with the Site being connected to the adjoining development to the west of the Site. This will avoid reverse sensitivity effects with SH1 in terms of traffic effects.</p>



<p>and through new developments to encourage use of public and active transport; whilst having regard to the road hierarchy.</p> <p>Policy B2.1.9</p> <p>Ensure buildings are set back a sufficient distance from road boundaries to maintain good visibility for all road users including motorist, cyclists and pedestrians, and to allow safe access and egress and to mitigate reverse sensitivity effects on land adjoining the State Highway.</p> <p>Policy B2.1.12 [PC32]</p> <p>Address the impact of new residential, <u>rural residential</u> or business activities on both the local roads around the site and the District's road network, particularly Arterial Road links with Christchurch City.</p> <p>Policy B2.1.13</p> <p>Minimise the effects of increasing transport demand associated with areas identified for urban growth by promoting efficient and consolidated land use patterns that will reduce the demand for transport.</p> <p>Policy B2.1.15 [PC32]</p> <p>Require pedestrian and cycle links in new and redeveloped residential, <u>rural residential</u> or business areas where such links are likely to provide a safe, attractive and accessible alternative route for pedestrians and cyclists, to surrounding residential areas, business or community facilities.</p> <p>Policy B2.1.22 [PC32]</p>	<p>The Site adjoins an existing development and makes transport connections to this development, thus promoting an efficient and consolidated land use pattern.</p> <p>The ODP includes an option for cycle and pedestrian links along the SH1 landscape buffer. The layout of the road network will enable a safe route for pedestrians and cyclists to access services in Rolleston.</p> <p>The Site is located on the same side of SH1 as the of Rolleston living areas, thus the proposal is consistent with this policy.</p>
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<p>Confine residential or business development in a township <u>and rural residential activities</u> to one side of any Strategic Road or railway line where the township is already wholly or largely located on one side of the Strategic Road or railway line, unless that area is not suitable for further township expansion <u>or to be intensified to Living 3 Zone rural residential densities.</u></p>	
<p>Policy B2.2.1 [PC32]</p> <p>Require that the need to supply utilities and the feasibility of undertaking, is identified at the time a plan change request is made to rezone land for residential, <u>rural residential</u> or business development.</p>	<p>The Engineering and Servicing Report attached in <b>Annexure 6</b> indicates that servicing of the Site is possible and appropriate. Connections for water supply and sewer disposal will be made to reticulated services located in the adjoining development to the west.</p>
<p>Policy B2.3.1</p> <p>Encourage co-ordination between the provision of community facilities, and new residential and business development.</p>	<p>The Proposed Outline Development Plan provides for transport links into Rolleston where there are sufficient community facilities to accommodate future residents of the Site.</p>
<p>Policy B2.4.4</p> <p>Ensure land rezoned for new residential or business development has a regular solid waste collection and disposal service available to residents.</p>	<p>Solid waste disposal services from the development to the west of the Site can be extended into to accommodate future residents. Please refer to the Engineering and Servicing Report attached in <b>Annexure 6.</b></p>
<p>Chapter B3 Peoples Health Safety and Values</p>	
<p>Objective B3.4.1</p> <p>The District's townships are pleasant places to live and work in.</p>	<p>The Site will be designed using good urban design principles and the existing controls for a Living 3 Zone in the District Plan. This will ensure Rolleston continues to be a pleasant place to live and work in.</p> <p>The proposed rezoning of the Site to a Living 3 zone will enable rural residential</p>

<p>Objective B3.4.2</p> <p>A variety of activities are provided for in townships, while maintaining the character and amenity values of each zone.</p>	<p>activities in the area. Rural residential activities, including a sense of openness due to larger allotment sizes will ensure the character and amenity values of the area are maintained.</p> <p>Reverse sensitivity effects between rural residential activities on the site and SH1 are avoided through proposed building setbacks from SH1 and through proposed landscaping. The potential effects of rural residential and activities on adjoining rural zoned land, are mitigated by the large section sizes, retention of existing shelter belts and the internal boundary setback requirements.</p>
<p>Objective B3.4.3</p> <p>“Reverse sensitivity” effects between activities are avoided.</p>	<p>The location of the Site provides a logical and compact extension to the eastern boundary of Rolleston while providing larger sections which make a barrier and defensible boundary against further development along SH1 to the east.</p>
<p>Objective B3.4.4</p> <p>Growth of existing townships has both a compact urban form and provides a variety of living environments and housing choices for residents, including medium density housing typologies located within areas identified in and Outline Development Plan.</p>	<p>Provisions are made for connections from the Site to the center of Rolleston through the road network outline in the Outline Development Plan (<b>Annexure 2</b>).</p> <p>This new objective has been proposed by Plan Change 32. This objective limits the number of rural residential households to 200 between 2007 – 2016, and is consistent with the limits specified in PC1 - refer to Table 2, Policy 6 above. The policy then goes on to set out the goals of limiting rural residential development. It should be noted that PC32 has been put on hold pending decisions on the LURP, which no longer sets an allocation 'limit' for rural residential households. . The applicant has made submissions in opposition to the limited number of</p>

<p>Objective B3.4.5</p> <p>Urban growth within and adjoining townships will provide a high level of connectivity both within the development and with adjoining land areas (where these have been or are likely to be development for urban activities or public reserves) and will provide suitable access to a variety of forms of transport.</p> <p>Objective B3.4.6 [PC32]</p> <p>To manage rural residential activities by facilitating a maximum of 200 households in each of the periods to 2016, 2017 to 2026 and 2027 to 2041 through the Living 3 Zone, which are to be located outside the Urban Limits but adjoining Townships in the Greater Christchurch Urban Development Strategy area to:</p> <p>Facilitate the provision of housing choice and diverse living environments outside the Urban Limits prescribed in the Regional Policy Statement.</p> <p>Avoid significant adverse landscape and visual effects on rural character and amenity.</p> <p>Avoid the cumulative loss of productive rural land and rural character that will result from the incremental rural residential development and to ensure that a consolidated pattern of urban growth is achieved across the Greater Christchurch Urban Development Strategy area of the District.</p> <p>Be integrated with existing settlements to promote efficiencies in the provision of cost effective infrastructure, including the requirement to connect to reticulated wastewater and water services.</p> <p>Ensure that rural residential expansion occurs in a way that encourages the sustainable expansion of infrastructure, and provides for a choice of travel modes.</p> <p>Assist in achieving concentric and consolidated</p>	<p>households that can be established on the basis of a known demand for rural residential houses in this area, and the need to provide housing choice to meet earthquake related housing needs..</p> <p>The proposed rezoning of the Site to Living 3 will provide for a choice of housing in the area.</p> <p>Landscape assessment attached in <b>Annexure 4</b> indicates that there will not be any significant adverse landscape or visual effects on rural character and amenity from development of the Site.</p> <p>The Site adjoins existing urban development and will provide an eastern boundary to Rolleston, thus preventing further loss of productive rural land, and it is noted that the Site if left as Rural Inner plains zoning that farming activities would be hampered by a lack of access and potential reverse sensitivity issues with urban expansion to the west and the uneconomic size of this balance farm block (half of the existing farm, to the west, is now zoned Living Z).</p> <p>The proposed ODP ensures integrated infrastructure and modes of transport with developments to the west, thus integrating with existing settlements.</p> <p>Reverse sensitivity issues have been discussed elsewhere are considered to be minor.</p> <p>The proposed rezoning therefore meets all of the criteria proposed by Objective B3.4.6 despite potentially not meeting the limited household numbers set by this policy (if considered in combination with the 142 rural residential households zoned in west Rolleston (PCs 8 &amp; 9) and the 115</p>
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<p>townships and to retain the distinctiveness between rural and urban environments.</p> <p>Avoid incompatible amenity expectations between different land uses, particularly between rural residential living environments and the sensitive boundary interfaces of the Living 3 Zone with Townships and Rural zoned land.</p> <p>Avoid significant reverse sensitivity effects with strategic infrastructure, including quarrying activities, Transpower High Voltage Transmission Lines and associated infrastructure, Burnham Military Camp, Council's Rolleston Resource Recovery Park and wastewater treatment plants in Rolleston and Lincoln, West Melton Military Training Area, agricultural research farms associated with Crown Research Institutes and Lincoln University.</p> <p>Policy B3.4.3(b)[PC32]</p> <p>To facilitate rural residential living environments through the Living 3 Zone. Where new Living 3 Zone areas are proposed, such areas are to adjoin the Urban Limits identified in the Regional Policy Statement and are to meet the following strategic outcomes:</p> <p>Avoid identified constraints, including strategic and nationally important facilities operating within the eastern area of the District, such as agricultural research farms associated with Crown Research Institutes and Lincoln University, Council's Rolleston Resource Recovery Park and wastewater treatment plants in Lincoln and Rolleston, Transpower High Voltage Transmission lines and associated infrastructure, Burnham Military Camp and West Melton Military Training Area.</p> <p>Avoid land that contains sites of significance to tangata whenua or where development would result in significant adverse effects on ecological values or indigenous biodiversity.</p>	<p>proposed rural residential households under PC28 (Denwood)).</p> <p>The Policy B3.4.3(b) matters are addressed in the AEE and under Objective B3.46 above.</p> <p>Additionally the Site does not contain any sites of significance to tangata whenua, or create significant adverse effects on ecological values or indigenous biodiversity.</p> <p>The Site is not unreasonably susceptible to liquefaction or lateral displacement, nor does it contain any soil contamination or identified natural hazards in accordance with the reports attached in <b>Annexure 7 and 8</b>.</p> <p>The ODP and proposed rules (including relating to setbacks, planting, minimum and average lot sizes and road design, in combination with the existing Living 3 zone rules will ensure the desired amenity outcomes and levels of service for rural residential living environments.</p>
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<p>Avoid land that is unreasonably susceptible to liquefaction and lateral displacement during large earthquake events, soil contamination and identified natural hazards.</p> <p>Are efficiently serviced with network infrastructure, particularly water, waste water and roading.</p> <p>Does not significantly undermine the consolidated management of urban growth or result in the loss of a clear separation between Townships and the rural environment.</p> <p>Are integrated with townships to facilitate access to public transport, health care and emergency services, schools, community facilities, employment and services.</p> <p>Are adjacent to the urban edge of Townships on at least one boundary, while avoiding future urban growth areas identified in Township Structure Plans , currently zoned Living Z or the Regional Policy Statement.</p> <p>Are developed in accordance with an Outline Development Plan contained within the District Plan that sets out the key features, household density, infrastructure and integration of the rural residential area with the adjoining Township.</p> <p>Rural residential living environments are expected to deliver the following amenity outcomes and levels of service:</p> <p>Appropriate subdivision layouts and household numbers that allow easy and safe movement through and between neighbourhoods, achieve the necessary degree of openness and rural character and avoid the collective effects of high densities of build form.</p> <p>Public reserves, parks and peripheral walkways are avoided unless it is appropriate to secure access to significant open space opportunities that benefit the wider community.</p>	<p>The proposed plan change includes a 20m setback from roads and a 40m setback from SH1 which is sufficient to maintain privacy and outlook for residents.</p>
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<p>Suburban forms of services are avoided, such as kerb and channel road treatments, paved footpaths, large entrance features, ornate street furniture and street lighting (unless at intersections).</p> <p>Fencing that is reflective of a rural vernacular, in particular fencing that is transparent in construction or comprised of shelterbelts and hedging (see Appendix 41 for examples of such fencing).</p> <p>Policy B3.4.25</p> <p>Ensure buildings are setback an appropriate distance from road boundaries to maintain privacy and outlook for residents and to maintain the character of the area in which they are located.</p>	
<p>Chapter B4 Growth of Townships</p>	
<p>Objective B4.1.1</p> <p>A range of living environments is provided for in townships, while maintaining the overall 'spacious' character of Living zones,....</p> <p>Objective B4.1.2</p> <p>New residential areas are pleasant places to live and add to the character and amenity values of townships.</p>	<p>The Living 3 Zone is designed to provide considerably lower densities than other living zones and therefore it is considered that the overall 'spacious character' of the living zones will be maintained.</p> <p>The Site can be developed to be a pleasant place to live and add to the character and amenity values of Rolleston.</p> <p>Average allotment sizes of 5000m<sup>2</sup> (4600m<sup>2</sup> if walkway access to the SH1 buffer is included as shown on the ODP), will ensure that residential density is appropriate to the Living 3 Zone.</p> <p>The proposed ODP will ensure that development of the Site will lead to an eastern boundary to Rolleston, thus ensuring that a compact town shape is</p>

<p>Policy B4.1.2</p> <p>Maintain Living 2 and 3 Zones as areas with residential density which is considerably lower than that in Living 1 Zones.</p> <p>Policy B4.1.3 [PC32]</p> <p>To prevent low density living environments and rural residential activities from establishing outside the Urban Limits of Townships within the Greater Christchurch Urban Development Strategy area unless through the Living 3 zone and to allow, where appropriate, the development of low density living environments in locations in and around the edge of townships outside the Greater Christchurch Urban Development Strategy area, where they will achieve the following:</p> <p>A compact township shape;</p> <p>Consistent with preferred growth options for townships;</p> <p>Maintains the distinction between rural areas and townships;</p> <p>Maintains a separation between townships and Christchurch City boundary;</p> <p>Avoid the coalescence of townships with each other;</p> <p>Reduce the exposure to reverse sensitivity effects;</p> <p>Maintain the sustainability of the land, soil and water resource;</p> <p>Efficient and cost-effective operation and provision of infrastructure.</p> <p>Policy B4.1.11</p>	<p>maintained, and a distinct boundary between rural areas and townships occurs.</p> <p>The use of larger sections on the eastern boundary of Rolleston Township, and the retention of shelter belts will ensure there are not any reverse sensitivity issues with adjoining rural land.</p> <p>The ability to provide reticulated services from the development to the west of the Site ensure efficient and cost-effective operation and provision of infrastructure.</p> <p>It is proposed to retain some of the shelter belts on the Site and some of the Poplar trees within the Site for amenity purposes. Additionally trees are proposed as a requirement in the streets within the Site and along the boundary with SH1. Framework planting on private lots will be undertaken by the developer at subdivision stage.</p> <p>Landscaping is proposed along the boundary with SH1 to ensure continuous fencing does not occur. The L3 zone rules requiring transparent boundary fences will apply.</p>
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<p>Encourage new residential areas to be designed to maintain or enhance the aesthetic values of the township, including (but not limited to):</p> <p>Retaining existing trees, bush, or other natural features on sites; and</p> <p>Landscaping public places.</p> <p>Policy B4.1.12</p> <p>Discourage high and continuous fences or screening of sites in Living zones that have frontage but no access on to Strategic Roads or Arterial Roads</p>	
<p>Objective B4.3.1</p> <p>The expansion of townships does not adversely affect:</p> <p>Natural or physical resources;</p> <p>Other activities;</p> <p>Amenity values of the township or the rural area; or-- Sites with special ecological, cultural, heritage or landscape values.</p> <p>Objective B4.3.4</p> <p>New areas for residential or business development support the timely, efficient and integrated provision of infrastructure, including appropriate transport and movement networks through a coordinated development approach.</p> <p>Objective B4.3.7</p>	<p>Refer above assessment. The amenity values of the township and rural area will be sensitively interfaced and maintained.</p> <p>Roading and infrastructure links to development to the west of this Site will ensure that objective B4.3.4 is achieved.</p> <p>As discussed about the proposed rezoning of the Site will achieve Objective B4.3.7</p> <p>It is proposed to rezone this land to Living 3 to accommodate rural residential development and therefore the plan</p>

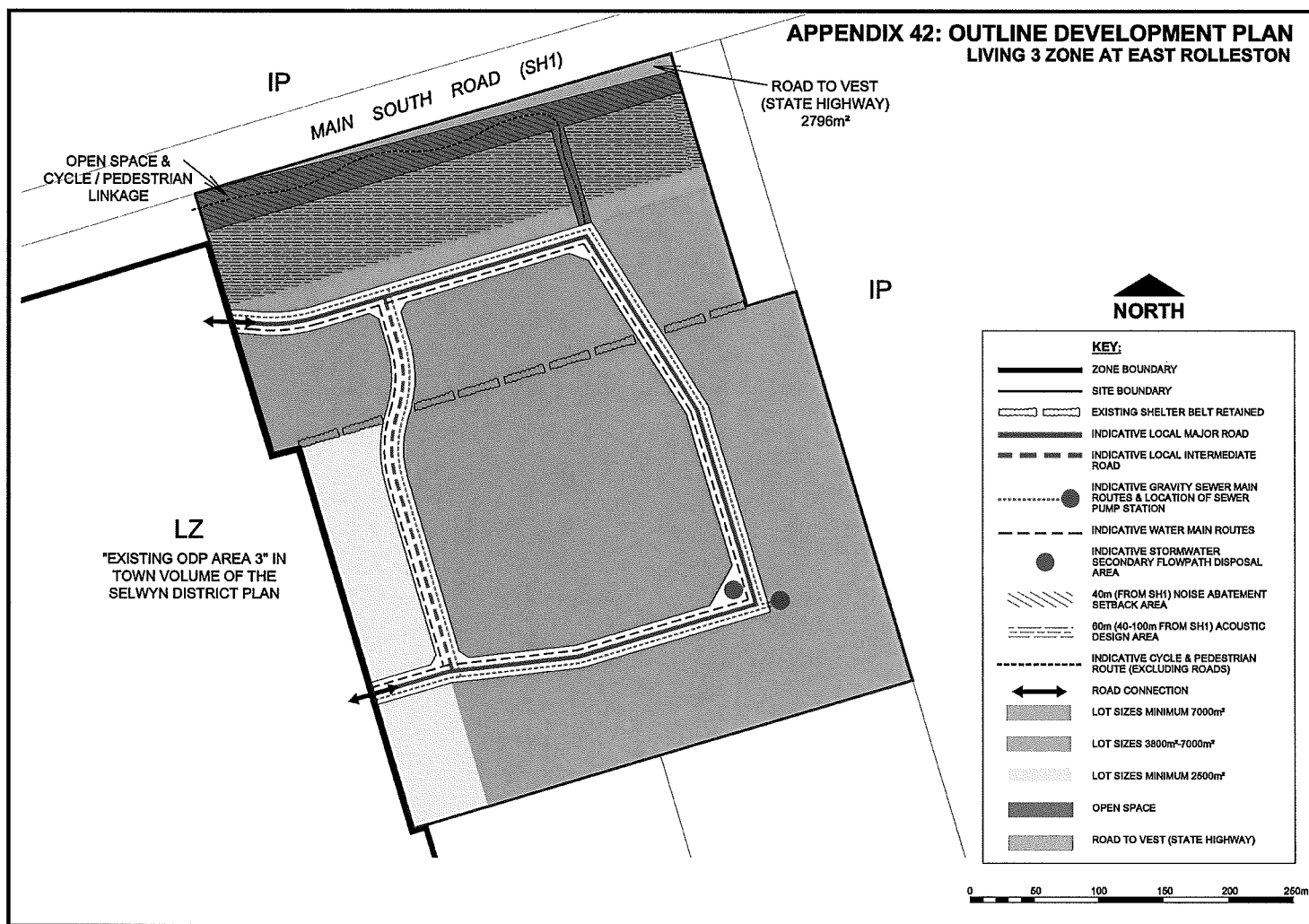
<p>Ensure that any rural residential development occurs outside the urban limits identified in the Regional Policy Statement and such development occurs in general accordance with an operative Outline Development Plan, supports the timely, efficient and integrated provision of infrastructure, and provides for the long-term maintenance of rural residential character.</p> <p>Policy B4.3.1</p> <p>Ensure new residential or business development either:</p> <p>Complies with the Plan policies for the Rural Zone; or</p> <p>The land is rezoned to an appropriate Living Zone that provides for rural-residential development (as defined within the Regional Policy Statement) in accordance with an Outline Development Plan incorporated into the District Plan; or</p> <p>The land is rezoned to an appropriate Living or Business zone and, where within the Greater Christchurch area, is contained within the Urban Limit identified in the Regional Policy Statement and developed in accordance with an Outline Development Plan incorporated into the District Plan.</p> <p>Policy B4.3.6</p> <p>Encourage townships to expand in a compact shape where practical.</p> <p>Policy B4.3.8</p> <p>Each Outline Development Plan shall include:</p> <p>Principal through roads, connection and integration with the surrounding road network and strategic</p>	<p>change is in accordance with Policy B4.3.1</p> <p>The expansion of the town towards the east is considered an expansion in a compact shape.</p> <p>Please refer to the proposed ODP in <b>Annexure 2</b>, which provides the relevant information as set out by Policy B4.3.8. A minimum density of 10 households per ha is not applicable for the Living 3 zone.</p>
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<p>infrastructure;</p> <p>Any land to be set aside for:</p> <p>community facilities or schools;</p> <p>parks and land required for recreation or reserves;</p> <p>any land to be set aside for business activities;</p> <p>the distribution of different residential densities;</p> <p>land required for the integrated management of water systems, including stormwater treatment, secondary flow paths, retention and drainage paths; and</p> <p>land reserved or otherwise set aside from development for any other reason, and the reasons for its protection.</p> <p>Demonstrate generally how each ODP area will achieve a minimum density of at least 10 lots or household units per hectare;</p> <p>Identify any cultural (including tangata whenua values), natural, and historic or heritage features and values and show how they are to be enhanced or maintained;</p> <p>Indicate how required infrastructure will be provided;</p> <p>Set out the phasing and co-ordination of subdivision and development in line with the phasing shown on the Planning Maps and Appendices;</p>	
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<p>Demonstrate how effective provision is made for a range of transport options, including public transport systems, pedestrian walkways and cycleways, both within and adjoining the ODP area;</p> <p>Include any other information which is relevant to an understanding of the development and its proposed zoning;</p> <p>Demonstrate that the design will minimise any reverse sensitivity effects.</p>	
District Plan - Rural Volume	Assessment
<p>Policy B3.4.21 [PC32]</p> <p>Preclude the establishment of rural residential activities within the Greater Christchurch Urban Development Strategy area unless it is through the Living 3 Zone to reduce the risk of potentially adverse reverse sensitivity effects on the productive function of rural zoned land.</p>	<p>It is proposed to rezone the Site as a Living 3 Zone in accordance with this policy.</p>
<p>Policy B4.1.4 (b) [PC32]</p> <p>Within the Greater Christchurch Urban Development Strategy area any new residential development at densities higher than those provided for in Policy B4.1.1 shall only be provided for in the Living 3 Zone.</p>	<p>It is proposed to rezone the Site as a Living 3 Zone in accordance with this policy.</p>

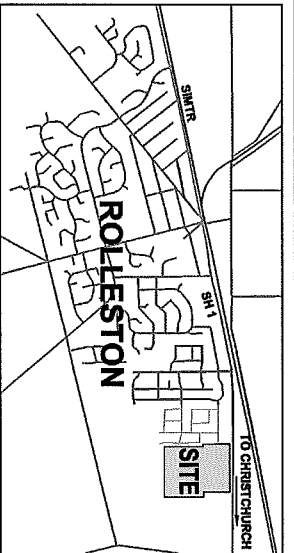
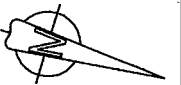
## Annexure Two: Outline Development Plan

## APPENDIX 42: OUTLINE DEVELOPMENT PLAN LIVING 3 ZONE AT EAST ROLLESTON





MAIN SOUTH ROAD (SH1)



LOCATION DIAGRAM

1:40 000

SCHEDULE OF ALLOTMENTS

Stage No.	Lot Numbers	No. of Lots	Total Area
i) Residential			
1	Lots 9-19 & 34-36	14	61810m <sup>2</sup>
2	Lots 20-22, 30 & 31	5	18710m <sup>2</sup>
3	Lots 7, 8, 28, 29, 32, 33	6	30090m <sup>2</sup>
4	Lots 1-6 & 23-27	11	58900m <sup>2</sup>

Total Rural Residential	36	169510m <sup>2</sup> (16.95ha)
		(4709m <sup>2</sup> average)

Note: Areas are net areas and exclude access

ii) Road to Vest	1000	2.18 ha
iii) Reserves to Vest	1001 (Landscape) 1002 (Walkway)	1.20ha 770m <sup>2</sup>
iv) Sewer Pump Station (to Vest in SDC)	101	400m <sup>2</sup>

NOTES:

- Scheme plan only areas and dimensions are approximate only & subject to final survey.
- There are no Lots 37-100, 102-999 on this plan.
- A subdivision consent has not been issued in respect of this concept layout, confirmation of the layout can only be achieved through the ultimate issue of a subdivision consent.
- Easements may be required to protect services.
- The existing house shown on proposed lot 1 is to remain. Other buildings are to be removed.

DATA QUALITY STATEMENTS

**PROPERTY DATA**  
The property data has been sourced from Land Information New Zealand (LINZ) and is current as at January 2009.

**SURVEYED DATA**  
Surveyed data has been captured using survey equipment, to a relative accuracy within 1:5000 (horizontal and vertical). This data has been provided by a third party.

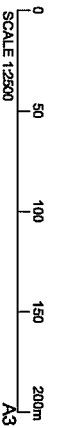
**DIGITAL TERRAIN MODEL (DTM)**  
The DTM is shown by contours at 0.25m intervals. The contours have been calculated from spot heights obtained by field survey. The accuracy of the Digital Terrain Model is estimated to be within ±0.1m.

**SURVEY ORIGIN DATA**  
Vertical elevations are in terms of Mean Sea Level. The origin of levels is MA 21 DP 40542 RL 50.345m. Horizontal coordinates are in terms of NZ Geodetic Datum 2000. Mount Pleasant 2000 Circular.

PROPOSED EASEMENTS

Nature	Servient Tenement Lot No	Dominant Tenement Lot No
Right of Way & all services	29	A
		Lot 32

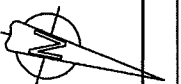
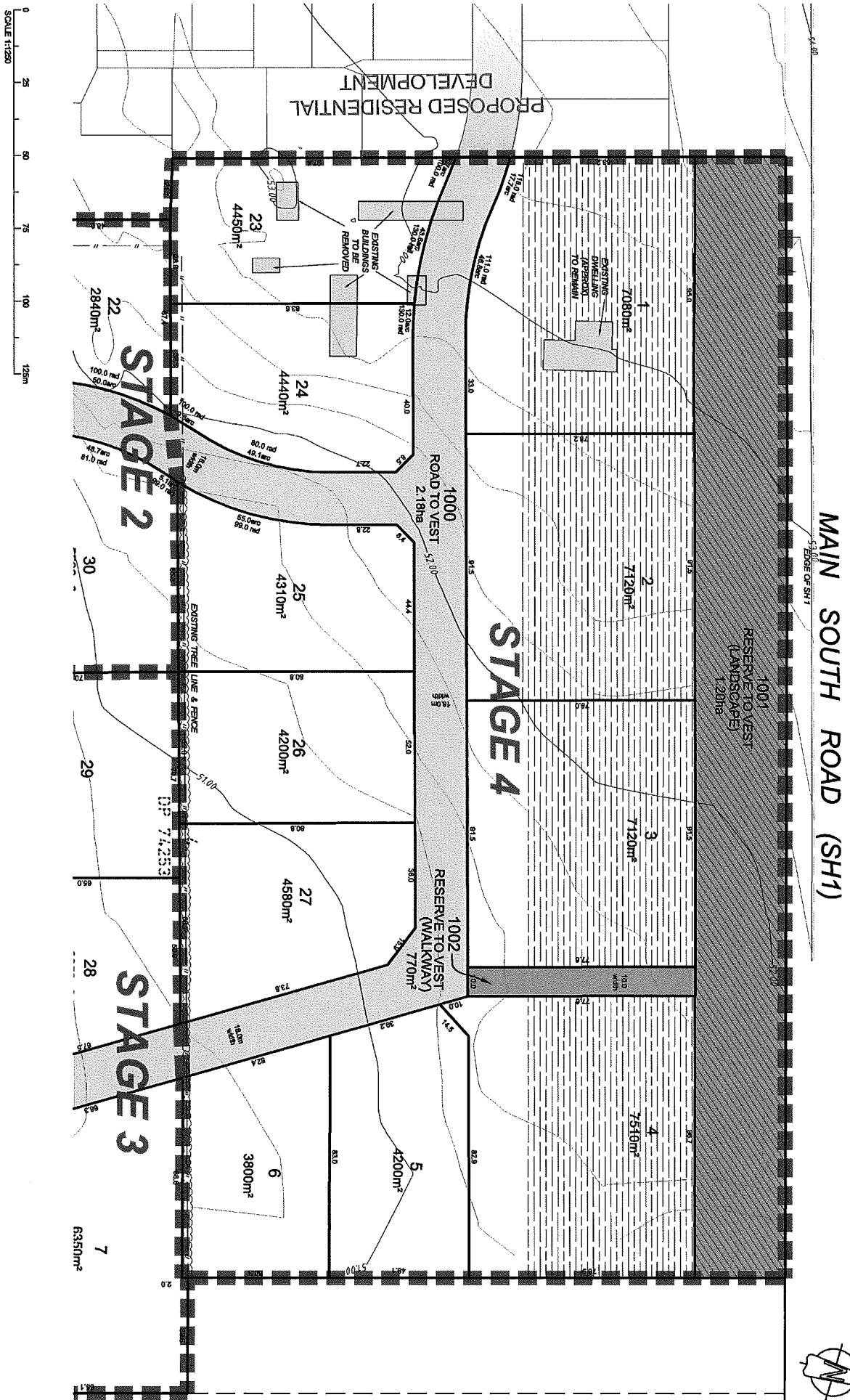
- 40m (FROM SH1) NOISE ABATEMENT SETBACK AREA
- 40-100m (FROM SH1) ACOUSTIC DESIGN AREA



REG'D PROPRIETOR: BC & MA COLES  
COMPRSED IN: CT 42D/791  
TOTAL AREA (CT): 20.5900 ha  
PREPARED BY: C.H THOMPSON (LICENSED CADASTRAL SURVEYOR)  
EMAIL: - thompsonch@dnra.co.nz

POSSIBLE SUBDIVISION LAYOUT  
LOT 4 DP 74253  
(RURAL RESIDENTIAL)

DESIGNED: CHT	SCALE	FILE	DRAWING
DRAWN: RD	1:2500@A3	1007	10.1 REV C
CHECKED: CHT			
APPROVED: CHT			
DATE: DEC 2012	REV A	ISSUE	BY: CHT



REG. D PROPRIETOR: BC & MA Coles

COMPRISED IN: CT 42D/791

TOTAL AREA (CT): 20.5900 ha

PREPARED BY: C.H THOMPSON

(LICENSED CADASTRAL SURVEYOR)

EMAIL: thompson@chc.co.nz

## SHEET 2

POSSIBLE SUBDIVISION LAYOUT  
LOT 4 DP 74253 (RURAL RESIDENTIAL)

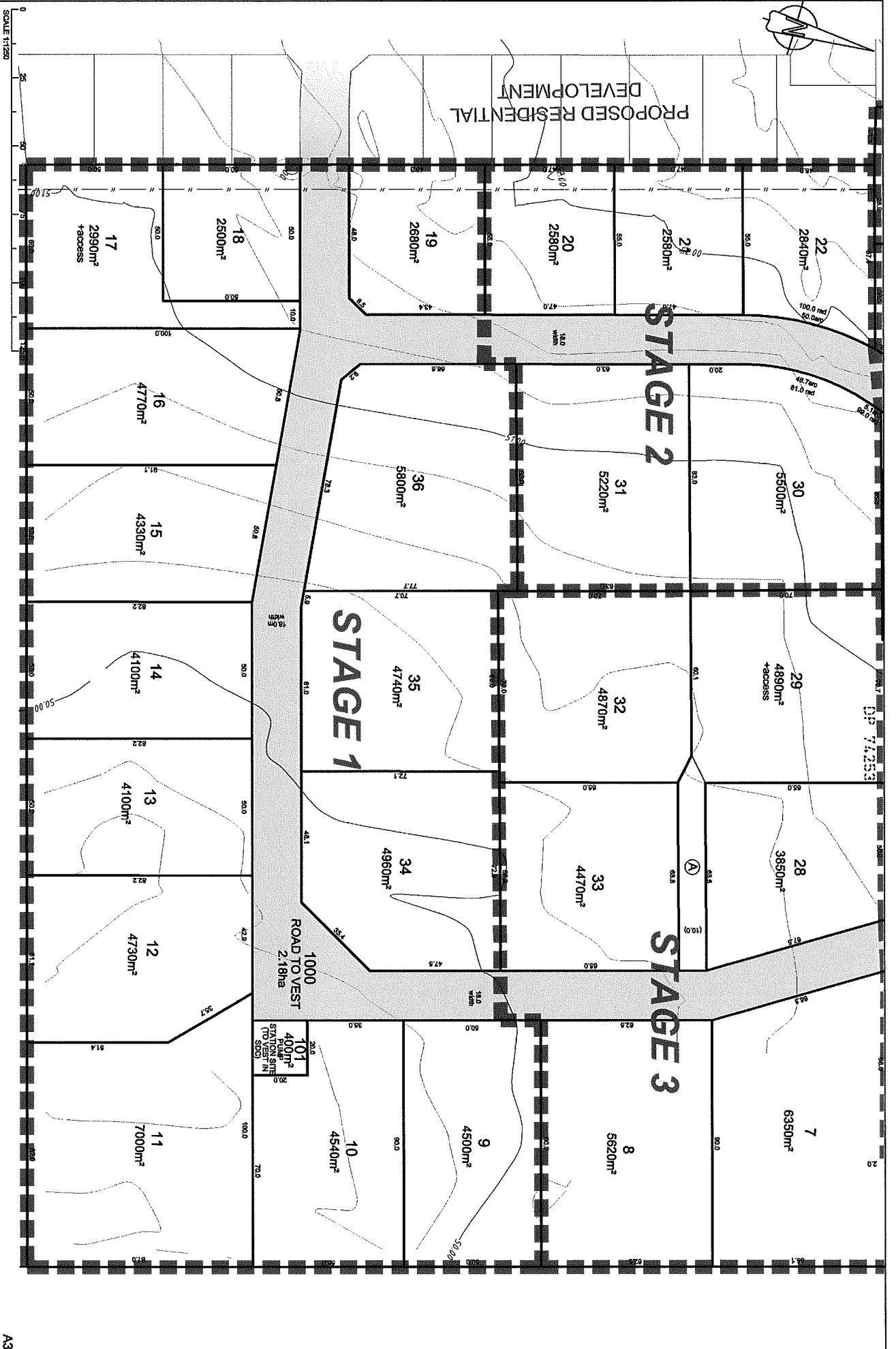
DESIGNED: CHT  
DRAWN: RD  
CHECKED: CHT  
APPROVED: CHT

SCALE: 1:1250  
FILE: 1007  
DRAWING: 10.2 REV C

DATE: DEC 2012  
REV: A  
COUNCIL COMMENT: BY CHT

A3





REGD PROPRIETOR: BC & MA COLES  
 COMPRISED IN: CT 42D/791  
 TOTAL AREA (CT): 20.5800 ha  
 PREPARED BY: C.H THOMPSON (LICENSED CADASTRAL SURVEYOR)  
 EMAIL: thompsonc@data.co.nz

**SHEET 3**  
 POSSIBLE SUBDIVISION LAYOUT  
 LOT 4 DP 74253 (RURAL RESIDENTIAL)

DESIGNED: CHT	SCALE	FILE	DRAWING
DRAWN: RO	1:1250	1007	10.3 REV C
CHECKED: CHT			
APPROVED: CHT			
DATE: DEC 2012			
REV A			
ISSUE			
BY: CHT			

A3