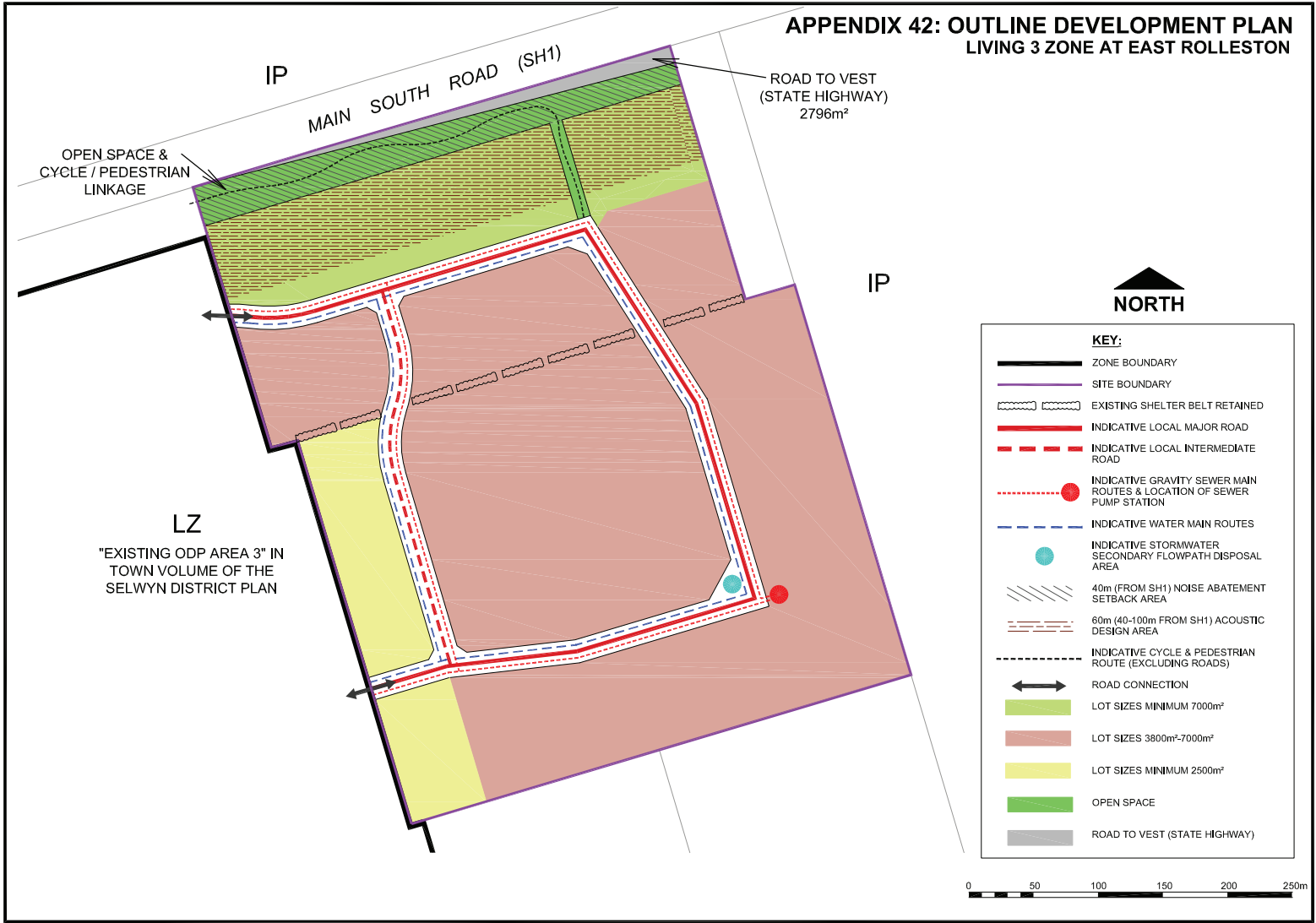
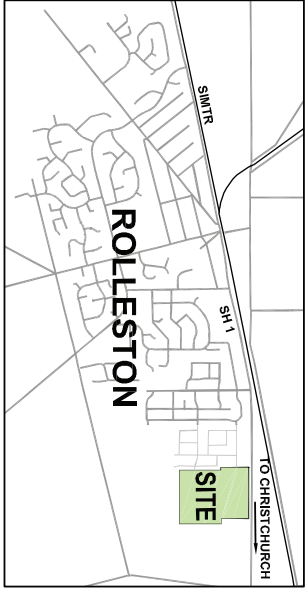
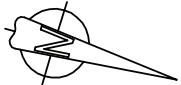
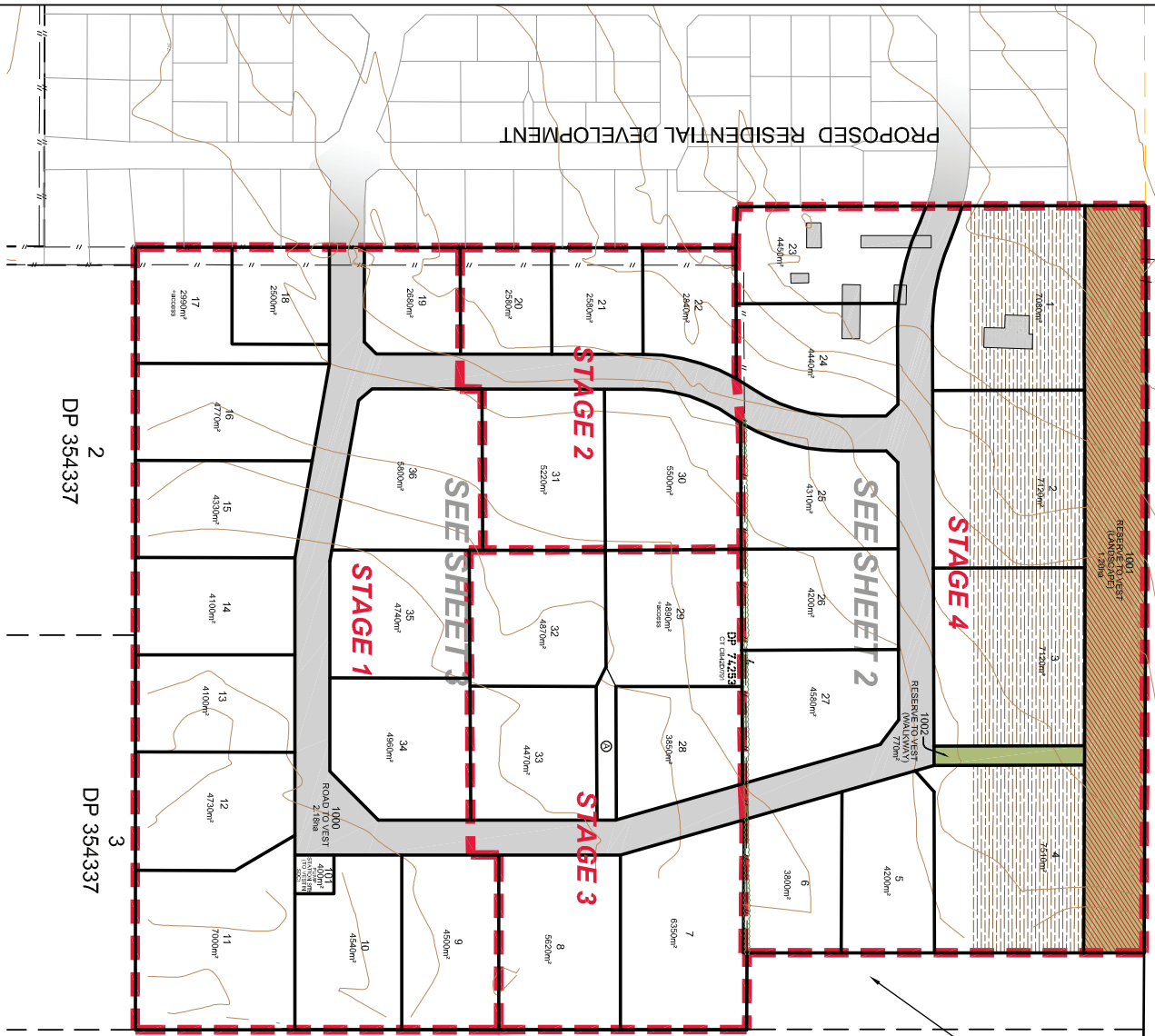


Annexure Two: Outline Development Plan

**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	Lots 9-19 & 34-36	14	61810m ²
	Lots 20-22, 30 & 31	5	18710m ²
	Lots 7,8,28,29,32,33	6	30090m ²
	Lots 1-6 & 23-27	11	58900m ²
Total Rural Residential		36	169510m ² (16.95 ha) (4709m ² 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 ²	
iv) Sewer Pump Station (to vest in SDC)	101	400m ²	

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 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 50mm (horizontal and vertical). This data has been provided by a third party.

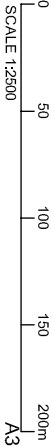
DIGITAL TERRAIN MODEL (DTM)
The DTM is shown by contours at 0.25m intervals. The contours have been calculated from spot heights obtained by field survey. The accuracy of the Digital Terrain Model is estimated to be within 50.1m.

SURVEY ORIGIN DATA
Vertical elevations are in terms of Mean Sea Level. The origin of levels is MA 21 DP 403542 RL 50.345m. Horizontal coordinates are in terms of NZ Geodetic Datum 2000. Mount Pleasant 2000 Circuit.

PROPOSED EASEMENTS

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

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



SCALE 1:2500

A3

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: c.thompson@xtra.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	C	COUNCIL COMMENT
DATE: DEC 2012	REV A	ISSUE	BY CHT

EDGE OF SH 1



52.00



EMAIL - thompsonclan@xtra.co.nz

LOT 4 DP 74253 (RURAL RESIDENTIAL)

DESIGNED: CHT	SCALE	FILE	DRAWING
DRAWN: RD	1:1250@A3	1007	10.2 REV C
CHECKED: CHT			
APPROVED: CHT			
DATE: DEC 2012	REV A	ISSUE	BY CHT
	C	COUNCIL COMMENT	CHT

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 includes the insertion of a new Chapter 6 to the RPS. Consideration of the provisions of Chapter 6 proposed as part of the 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>minimises energy use and/or improves energy efficiency;</p> <p>enables rural activities that support the rural environment including primary production;</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>is compatible with, and will result in the continued safe, efficient and effective use of regionally significant infrastructure; 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; facilitates the establishment of papakāinga and marae; and 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 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 Annexure 5, 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 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> <p>is not likely to result in loss of life or serious injuries in the event of a natural hazard occurrence; and</p> <p>is not likely to suffer significant damage or loss in the event of a natural hazard occurrence; and</p> <p>is not likely to require new or upgraded hazard mitigation works to mitigate or avoid the natural hazard; and</p> <p>is not likely to exacerbate the effects of the natural hazard; or</p> <p>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.</p> <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 mitigate the adverse effects of fault rupture, liquefaction and lateral spreading.</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 Annexure 8 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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Table 2: Relevant Objectives and Policies, of the Land Use Recovery Plan, Chapter 6 to the RPS.

<p>Definition: Rural Residential activities – means residential units outside the identified priority areas at an average density of</p>	<p>The proposal is outside the areas identified as priority areas and has an average density of 1.75 households per ha. The proposal is</p>
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between 1 and 2 households per hectare.	therefore considered as a rural residential activity.
<p>Objective 6.2.1 – Recovery Framework</p> <p>Recovery, Rebuilding and development is enabled within Greater Christchurch through a land use and infrastructure framework that:</p> <p>...</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>Objective 6.2.2 - Urban form and settlement pattern</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 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>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 an eastern extent to the township living zones, clearly defined by the adjoining proposed rural residential zone. The plan change is in general accordance with 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>

7) Managing rural residential development outside of existing urban and priority areas: and...	
<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 Annexure 4. 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 vehicles;</p> <p>reducing emission of contaminants to air and energy use; and</p> <p>promoting the use of active transport modes. Optimizing use of existing capacity within the network: and</p> <p>Enhancing transport safety.</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>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</p>	

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:

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.

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.

Connectivity – the provision of efficient and safe high quality, barrier free, multimodal 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.

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.

Choice and diversity – ensuring developments provide choice and diversity in their layout, built form, land use housing type

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’.

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.

Although the Site does not contain street 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.

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>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>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 style="padding-left: 40px;">a) a single plan for the whole of the priority area; or</p> <p style="padding-left: 40px;">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 style="padding-left: 40px;">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: Principal through roads, connections with surrounding road networks, relevant</p>	<p>An ODP is proposed which shows:</p> <p>the principal roads and connections to adjoining site to the west.</p> <p>Potential infrastructure connections with the adjoining site to the west.</p> <p>Swale areas within the road width for stormwater treatment and drainage.</p> <p>Land set aside to provide a landscaped setback from SH1 to protect the physical resource from reverse sensitivity.</p> <p>Potential pedestrian walkways and cycleways should they be deemed necessary by Council.</p> <p>Areas for a variety of densities, ensuring higher densities nearer to existing development and lower densities nearer the adjoining rural environment and State Highway.</p> <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>

<p>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 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</p>	
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<p>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 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> <p>(1) Avoiding development that will overload strategic freight routes;</p> <p>(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;</p> <p>(3) providing opportunities for travel demand management;</p> <p>(4) requiring integrated transport assessment for substantial developments; and</p> <p>(5) improving road user safety.</p>	<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 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</p>	<p>The servicing report in Annexure 6 identifies the existing infrastructure which can easily and cost effectively be extended to accommodate the proposed 36 allotments.</p> <p>The Transport Assessment in Annexure 5 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>
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<p>activities that have potential to limit the efficient and effective, provision, operation, maintenance or upgrade of strategic infrastructure and freight hubs.</p>	
<p>Policy 6.3.9 – Rural residential development</p> <p>In Greater Christchurch, rural residential development further to areas already zoned in district plans as at 1st 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; The location must be outside the priority areas for development and existing urban areas; 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; 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; The location of any proposed rural residential development shall: 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; avoid the groundwater recharge zone for</p>	<p>SDC adopted a Rural Residential Strategy in June 2014, which specifically identified sites suitable for rural residential development. This strategy includes the site subject of this proposal.</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>

<p>Christchurch City's drinking water; avoid land between the primary and secondary stop banks south of the Waimakariri River; avoid land required to protect the landscape character of the Port Hills; not compromise the operational capacity of the Burnham Military Camp, West Melton Military Training Area or Rangiora Airfield; support existing or upgraded community infrastructure and provide for good access to emergency services; avoid significant reverse sensitivity effects with adjacent rural activities, including quarrying and agricultural research farms, or strategic infrastructure; avoid significant natural hazard areas including steep or unstable land; avoid significant adverse ecological effects and support the protection and enhancement of ecological values; Support the protection and enhancement of ancestral land, water sites, wāhi tapu and wāhi taonga of Ngāi Tahu; 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 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 and Policies

The Selwyn District plan policy framework sets the strategic scene for how Council will manage growth and the environmental outcomes sought. Under Action 18(viii) of the LURP, SDC are required to provide recommendations to the Minister for Earthquake Recovery as to how to implement the Rural Residential Strategy into the District Plan. SDC have prepared these recommended changes to the District Plan and they are currently being considered by the Minister. While it is thought that these provisions do not hold any weight with respect to making a determination on this plan change, the Plan Change has been considered in light of these recommended changes in Table 6 below.

The relevant current objectives and policies of the District Plan and an assessment of the proposal in light of the relevant provisions is 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 Annexure 7. 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 & 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>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. These factors outweigh the need to retain versatile soils in this area.</p>
<p>Objective B1.2.1</p> <p>Expansion of townships in Selwyn District 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 Require the water supply to any allotments or building in any township and the Living 3 Zone to comply with the current New Zealand Drinking Water Standards and to be reticulated in all, except for sites in the existing Living 1 Zone in Doyleston.</p> <p>Policy B1.2.5</p> <p>Require any sewage treatment and disposal to be reticulated in the the townships of Castle Hill, Doyleston, Lake Coleridge Village, Leeston, Linclon, Prebbleton, Rolleston, Southbridge, Springston, Tai Tapu and West Melton.</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 Annexure 6 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 Annexure 6</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 Annexure 6</p>

Chapter B2 Physical Resources	
<p>Objective B2.1.1</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 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>Policy B2.1.2</p> <p>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>Policy B2.1.5</p> <p>Ensure the development of new roads is:</p> <ul style="list-style-type: none"> a. Integrated with existing and future transport networks and landuses; and b. Is designed and located to maximize permeability and accessibility; <p>Through achieving a high level of connectivity within 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,</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 Annexure 5) 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.</p>

<p>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</p> <p>Address the impact of new residential 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 Require pedestrian and cycle links in new and redeveloped residential_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</p> <p>Confine residential or business development in a township 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.</p>	<p>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>The Site adjoins an existing development and makes transport connections to this development, thus promoting and 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>Policy B2.2.1</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 or business development.</p>	<p>The Engineering and Servicing Report attached in Annexure 6 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 Annexure 6.</p>

Table 5 continued

Chapter B3 Peoples Health Safety and Values	
<p>Objective B3.4.1</p> <p>The District's townships are pleasant places to live and work in.</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>Objective B3.4.3</p> <p>"Reverse sensitivity" effects between activities are avoided.</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>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</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 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>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>Provisions are made for connections from the Site to the center of Rolleston through the road network outline in the Outline</p>

<p>development for urban activities or public reserves) and will provide suitable access to a variety of forms of transport.</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>Policy B3.4.38</p> <p>Avoid rezoning land for new residential development adjoining or near to existing activities which are likely to be incompatible with residential activities unless any potential 'reverse sensitivity' effects will be avoided remedied or mitigated</p>	<p>Development Plan (Annexure 2).</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> <p>In this case the Proposal includes larger section sizes, associated with rural residential development to provide for larger dwelling setbacks from adjoining rural activities to the east, and avoids potential reverse sensitivity effects with activities currently undertake on the proposal site and the adjoining new residential development occurring to the west of the site.</p>
Chapter B4 Growth of Townships	
<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>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>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 5000m² (4600m² if walkway access to the SH1 buffer is included as shown on the ODP), will ensure that residential density is</p>

<p>Policy B4.1.3</p> <p>To allow, where appropriate, the development of low density living environments in locations in and around the edge of townships, 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>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>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 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>Although on the eastern side of the Township, this development represents the eastern most possible development, due to airport noise contours, and the development not providing for future connections.</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</p>
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	fences will apply.
<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</p> <p>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>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</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 change is in accordance with Policy B4.3.1</p>

<p>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 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</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 Annexure 2, 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>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> <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>	
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Table 6: SDC recommendations to amend District Plan in relation to Action 18(viii) of LURP as relevant to the Proposal

Recommended amendment	Proposal Assessment
<p>Replace the Living 3 zone description in Table A4.4 - Description of Township Zones in Part A, to read as follows:</p> <p><u>Living 3 As for Living 2 zone, but with specific controls and design elements incorporated to ensure development of the land is reflective of and retains elements of rural character expected of the Living 3 zone, which in essence is a rural residential zone, so as to</u></p>	

visually set the development apart from the neighbouring urban area. Similar to the Living 2 zone, larger sections (with a lower building density than Living 2), more space between dwellings, panoramic views and rural outlook and/or rural shelterbelts are characteristic of the Living 3 Zone. To achieve this anticipated character and amenity, the Living 3 Zone forms part of existing townships in the form of a peri-urban edge. This proximity promotes the integrated and cost effective provision of infrastructure and reduces adverse effects associated with energy consumption and transportation, while enabling residents to take advantage of nearby community facilities, employment opportunities, social interaction and public services. Strongly developed linkages are encouraged to facilitate connectivity and interaction between the Living 3 Zone and the adjoining urban area. The retention of typically rural features and views to adjoining rural areas are required in subdivision design, along with avoiding visually impermeable fencing. Where appropriate, the provision of kerb and channel, sealed footpaths, and street lighting does not have to be provided, in keeping with a rural-residential character. Subdivision plans should also include the protection, maintenance and enhancement of natural and historic features and Te Taumutu Rununga and Ngai Tahu values that achieve amenity benefits to residents, while securing ecological, cultural and conservation benefits. The land uses anticipated for the Living 3 Zone remain predominantly residential in nature and are integrated into Townships, with there being sufficient open space and land available to support large gardens, wood lots, orchards, small scale cropping and/or horticulture, the keeping of animals as pets and other semi-rural activities. The location of Living 3 Zone rural residential activities is restricted to the Greater Christchurch area of the District that is subject to Chapter 6 of the Canterbury Regional Policy Statement. Locations are limited to those that are identified in the adopted Rural Residential Strategy 2014, which facilitates some rural residential development where it does not undermine the consolidated

The proposal includes specific roading layouts with framework tree planting, larger sections typical of a rural residential development, and rural outlook where possible. The proposal is located on the peri-urban edge and can cost effectively be integrated into existing infrastructure.

The site will only be linked to existing urban areas and will not make a connection to SH1.

Fencing will be consistent with rural styles to retain rural amenity, and streets will not include kerb and channel, or street lighting.

The site is identified in the rural residential strategy 2014 as a suitable site for rural residential development. Overall the proposal is consistent with the proposed Living 3 zone description.

<p><u>growth of Townships or the sustainable management of the rural environment.</u></p>	
<p>Replace the 8th paragraph of the Use of Zones section of the Description of Township Zones in Part A and replace with the following:</p> <p><u>As with higher density residential areas, rural residential development is provided for through the Rural Residential Strategy, the Living 3 Zone and Chapter 6 of the Canterbury Regional Policy Statement. Accordingly, the District Plan specifically provides for rural residential opportunities as has long been the case in Selwyn District. Rural residential activities are anticipated in locations identified in the adopted Rural Residential Strategy 2014 that adjoin established townships to encourage energy conservation, cost effective provision of infrastructure and convenient access to the amenity, services, employment and social opportunities provided in townships. The intensification of rural land to Living 3 Zone densities is expected to be through a comprehensive plan change process that includes the adopted Selwyn District Council Rural Residential Strategy's consultation process to manage rural residential development in a way that prevents inefficiencies in the provision of infrastructure and services, loss of rural character and adverse reverse sensitivity effects, ensures effective linkages to the adjoining township and protection of Te Taumutu Rununga and Ngai Tahu values, and ensures that any site specific constraints can be overcome.</u></p>	<p>Identified as a site within the Rural Residential Strategy this proposed Plan Change provides the solutions to any potential constraints.</p>
<p>Add a 2nd and 3rd bullet points to the Quality of the Environment and Amenity Values section of the Strategy in Part B</p> <p><u>The Living 3 Zone is distinctly different to the Living Z, 1 and 2 Zones as it must be located within the Greater Christchurch area of the District covered by Chapter 6 of the Canterbury Regional Policy Statement and in locations identified in the adopted Rural Residential Strategy 2014. Development within the Living 3</u></p>	<p>The proposal generally achieves all of the outcomes identified in this section.</p>

<p><u>Zone must integrate with adjoining Townships and display a distinctly rural residential character, form and function and protect and enhance the quality of the environment including the 'Critical Outcomes' Location Criteria in the adopted Selwyn District Council Rural Residential Strategy 2014.</u></p> <p><u>The Objectives, Policies and Rules manage the establishment of rural residential activities in terms of their proximity to land used for primary production and other strategic and nationally important facilities operating within the eastern area of the District, such as agricultural research farms and tertiary education facilities associated with Crown Research Institutes and Lincoln University.</u></p>	
<p>Add a new Objective B3.4.6 in the Quality of Environment section in Part B</p> <p><u>Objective B3.4.6</u></p> <p><u>Within the Greater Christchurch area covered by Chapter 6 to the Canterbury Regional Policy Statement, to provide for rural residential development only in the locations identified in the adopted Selwyn District Council Rural Residential Strategy 2014.</u></p>	<p>The proposal is identified within the Rural Residential Strategy 2014 and so meets this objective.</p>
<p>Add a new Policy B3.4.4 to the Quality of Environment section in Part B</p> <p><u>Policy B3.4.4 (a)</u></p> <p><u>To provide for rural residential living environments through the Living 3 Zone. Where new Living 3 Zone areas are proposed, these are to be in locations identified in the adopted Selwyn District Council Rural Residential Strategy 2014 and developed in a manner that:</u></p> <ul style="list-style-type: none"> <u>- Is in accordance with an Outline Development Plan contained within the District Plan that sets out the key features, household density, infrastructure servicing and methods to integrate the rural residential area with the adjoining Township;</u> <u>- Facilitates the provision of housing choice</u> 	<p>An outline development plan is proposed for this site, and includes house hold density (average of 1-2 households per ha), and infrastructure servicing methods.</p> <p>The proposal enables a variety of rural residential housing types within the ODP area, which is located outside of the greenfield residential priority areas.</p>

<p><u>and diverse living environments outside of the greenfield residential priority areas shown in the Canterbury Regional Policy Statement;</u></p> <ul style="list-style-type: none"> <u>- Ensures that rural residential development only occurs where it is located adjacent to a township in order to achieve a consolidated pattern of urban growth;</u> <u>- Ensure that rural residential development is able to effectively connect to reticulated wastewater and water services (including the provision of a fire fighting water supply to the standards set out in SNZ PAS 4509:2008; either as provided within the reticulated system, or as supplementary on-site storage);</u> <u>- Integrates with existing townships through the provision of efficient linkages and provides for a choice of travel modes;</u> <u>- Avoids significant adverse landscape and visual effects on rural character and amenity and retains the distinctiveness between rural and urban environments;</u> <u>- Avoids development in areas where natural hazard risk or ground contamination cannot be adequately managed;</u> <u>- Avoids adverse effects on sites of significance and values to Te Taumutu Rununga and Ngai Tahu;</u> <u>- Avoids adverse effects on the safe and efficient functioning of the arterial road network;</u> <u>- Avoid significant reverse sensitivity effects with strategic infrastructure, including State Highways, quarrying activities, Christchurch International Airport, Transpower high voltage transmission lines and associated infrastructure, Burnham Military Camp and the operational capacity of the West Melton Military Training Area, Council's Rolleston Resource Recovery Park and wastewater treatments plants in Rolleston and Lincoln, education facilities, and tertiary education facilities and agricultural research farms associated with Crown Research Institutes and</u> 	<p>The site is located adjoining a township.</p> <p>Connections to Rolleston's reticulated systems are available.</p> <p>Road and walkway connections ensure efficient linkages and provides for a choice in travel modes.</p> <p>The design of the streetscape and the framework planting, along with the large sections, large dwelling setbacks and fencing styles will ensure a clear distinction is made.</p> <p>Natural hazards risk or ground contamination can be adequate managed in this case.</p> <p>The site is not identified of significance</p> <p>By not providing access to SH1 and ensuring suitable dwelling setbacks are provided the proposal avoids adverse</p> <p>effects on the safe and efficient functioning of the road network or reverse sensitivity with SH1.</p>
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<p><u>Lincoln University.</u></p> <p><u>Policy B3.4.4 (b)</u></p> <p><u>Rural residential living environments are to deliver the following amenity outcomes and levels of service:</u></p> <ul style="list-style-type: none"> <u>- Appropriate subdivision layouts and household numbers that allow easy and safe movement through and between neighbourhoods, and which in terms of their scale, density and built form achieves a degree of openness and rural character;</u> <u>- Avoids the provision of public reserves, parks and peripheral walkways unless required to secure access to significant open space opportunities that benefit the wider community, assist in integrating the development area with adjoining urban development, or where located in an urban growth path where future intensification is likely;</u> <u>- Avoids suburban forms of services such as kerb and channel road treatments, paved footpaths, large entrance features, ornate street furniture and street lighting (unless at intersections);</u> <u>- Provides fencing that is reflective of a rural vernacular, in particular fencing that is transparent in construction or comprised of shelter belts and hedging (see Appendix 43 for examples of such fencing).</u> <p><u>Policy B3.4.4 (c)</u></p> <p><u>Rural residential areas in the adopted Selwyn District Council Rural Residential Strategy 2014 that are located within a township urban growth path identified in an adopted structure plan shall only be rezoned and developed for rural residential activities where robust methods are established to ensure that future comprehensive intensification of these areas to urban densities can be achieved. This includes methods to deliver functional and efficient infrastructure services for both the initial rural residential development and future</u></p>	<p>The design of the road network provides for easy and safe movement and achieves a degree of openness and rural character.</p> <p>The design of the site provides for recreational areas which link into existing walkway reserve areas along SH1, hence providing for the wider community.</p> <p>Urban forms of services are avoided.</p> <p>Fencing restrictions in accordance with Appendix 43 apply.</p> <p>The proposal is not located within township urban growth path.</p>
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<p><u>urban intensification. Consideration shall be given to the methods referenced in Section 7 of the adopted Selwyn District Council Rural Residential Strategy 2014, including appropriate design techniques, servicing requirements and legal mechanisms developed in consultation with the Council.</u></p>	
<p>Add a new 6th sentence to the Residential Density – Issues Statement in Part B 4 Growth of Townships to read as follows:</p> <p><u>There is an identified demand for rural residential sections, particularly within the commuter belt of the District with Christchurch City. There has also been an increase in the use of 4ha rural allotments provided for under the Rural (Inner Plains) Zone for rural residential lifestyle living rather than rural purposes. It is recognised that a managed amount of rural land should be rezoned to rural residential densities to provide diverse living environments and promote housing choice, but that this should only be provided through a comprehensive plan change process where all potential adverse effects can be assessed, along with the location's consistency with Chapter 6 of the Canterbury Regional Policy Statement and the adopted Selwyn District Council Rural Residential Strategy 2014.</u></p>	<p>The proposal provides the required information for which to base the decision on in accordance with this issues statement.</p>
<p>Add a new Policy B4.2.13 in the Subdivision section of Part B 4 Growth of Townships to read as follows: to read as follows</p> <p><u>Policy B4.2.13</u></p> <p><u>To manage rural residential development in the Greater Christchurch area covered by Chapter 6 to the Canterbury Regional Policy Statement through the Living 3 Zone and the adopted Selwyn District Council Rural Residential Strategy, whilst ensuring:</u></p> <p><u>- Development is in accordance with an Outline</u></p>	<p>The proposed plan change includes an ODP for the whole area.</p>

<p><u>Development Plan included in the District Plan:</u></p> <ul style="list-style-type: none"> <u>- Areas can be efficiently serviced with network infrastructure;</u> <u>- Efficient and effective linkages are provided to the adjoining township;</u> <u>- Where areas are sufficiently large such that lots do not directly adjoin a rural area, the subdivision plan is to have an appropriate mix of section sizes, orientation, and internal road layout to maintain a sense of openness and visual connection to rural areas;</u> <u>- The lot layout is consistent with the residential density required by Chapter 6 to the Canterbury Regional Policy Statement;</u> <u>- Any risks of natural hazards or soil contamination are effectively managed;</u> <u>- That there will be no adverse effects on ancestral land, water and the wahi tapu and wahi taonga of Te Taumutu Rununga. This includes the need to protect and enhance rivers, streams, groundwater, wetlands and springs within the catchment of Te Waihora/Lake Ellesmere and any associated mahinga kai sites;</u> <u>- That there will no significant adverse effects on the quality of ecosystems and indigenous biodiversity;</u> <u>- That where located in an urban growth path identified in an adopted township structure plan, the lot and road layout and infrastructure servicing is to be designed to readily facilitate intensification of the area to urban densities.</u> 	<p>The site can be efficiently serviced with infrastructure.</p> <p>Efficient linkages are provided to the township.</p> <p>The proposal has a variety of section sizes available to ensure a sense of openness and visual connection to rural areas can be achieved.</p> <p>The layout is consistent with Chapter 6 as addressed previously.</p> <p>Risks are effectively managed as discussed in the Geotechnical and Preliminary Site Investigation reports (Annexures 7 and 8)</p> <p>The site does not contain any rivers, streams, wetlands or springs and provides for appropriate stormwater management to ensure there are no adverse effects on groundwater.</p> <p>There will be no adverse effects on the quality of ecosystems or indigenous biodiversity given the site</p>
<p>Add new Rule 4.9.36 and consequential renumbering in the Buildings and Building Position – Permitted Activity Rules in Part C Living Zone Rules to read as follows</p> <p><u>Living 3 Rural Residential densities located within an operative Outline Development Plan 4.9.36 Any building in the Living 3 Zone shall</u></p>	<p>The potential section sizes are able to accommodate dwelling setbacks specified in this rule.</p>

<p><u>have:</u></p> <p><u>(i) A setback from any road boundary of not less than 20m, except that for areas located within an urban growth path identified in an adopted Township Structure Plan and where the subdivision layout and associated methods have been established to facilitate future intensification to urban densities, a minimum setback from any road boundary of not less than 7m shall apply.</u></p> <p><u>(ii) A setback from any other boundary of not less than 15m.</u></p>	
<p>Delete Rule 12.1.3.3 Subdivision – General Restricted Discretionary Rules in Part C Living Zone Rules – Subdivision and add new text to read as follows:</p> <p><u>Effluent Disposal</u></p> <p><u>Rule 12.1.3.3 Any allotment created in: Castle Hill, Doyleston, Lake Coleridge Village, Leeston, Lincoln, Prebbleton, Rolleston, Southbridge, Springston, Tai Tapu, West Melton or is within a Living 3 Zone is supplied with reticulated effluent treatment and disposal facilities;...</u></p>	<p>The site is supplied with reticulated effluent disposal through the Rolleston reticulated system.</p>
<p>Delete Rule 12.1.3.47 Subdivision – General Restricted Discretionary Rules in Part C Living Zone Rules – Subdivision and add new text to read as follows</p> <p><u>Outline Development Plan</u></p> <p><u>12.1.3.47 Any subdivision within a Living Z or 3 Zone that is subject to an Operative Outline Development Plan within the District Plan shall be in general compliance with that Outline Development Plan and shall comply with any standards referred to in that Outline Development Plan.</u></p>	<p>The Proposed Plan Change includes an Outline Development Plan.</p>
<p>Add new subdivision assessment matters Rule 12.1.4.85 to 12.1.4.91 in Subdivision – General Restricted Discretionary Rules – Assessment Matters in Part C Living Zone Rules – Subdivision</p>	

to read as follows

Rural Residential Areas (Living 3 Zoning)

Rule 12.1.4.85 Whether an appropriate net density of households has been achieved that is consistent with the densities specified in Chapter 6 to the Canterbury Regional Policy Statement and delivers the anticipated rural residential character, form and function. In particular, whether the subdivision plan covers the entire Outline Development Plan area so that new densities across the entire area encompassed within the Outline Development Plan can be calculated.

Rule 12.1.4.86 The extent to which any identified ground contamination and natural hazards, including flood and liquefaction areas have been addressed.

Rule 12.1.4.87 Ensure that connections to reticulated water and wastewater services are available at all property boundaries and appropriate measures are available to effectively treat and dispose of stormwater. Where a reticulated water supply cannot provide adequate quantities and pressure for firefighting as set out in SNZ PAS 4509:2008, an on-site firefighting water supply shall be provided in accordance with SNZ PAS 4509:2008.

Rule 12.1.4.88 Principal through roads, connections and integration with the surrounding road network and adjoining Townships are provided, including the extent to which the proposal accords with the cross sections and typologies provided within Appendix 43 and reflect the semi-rural nature and level of service appropriate for rural residential areas.

Rule 12.1.4.89 Whether fencing achieves a high level of transparency, with a preference for designs that express rural vernacular, accord with the typologies outlined in Appendix 43, and formulating mechanisms to ensure fencing remains on an ongoing basis (such as consent

All of the matters listed in this section have been considered through the design of the Site, and will be able to be achieved through subsequent subdivision of the site.

notices).

Rule 12.1.4.90 The extent to which site analysis using a comprehensive design process and rationale has been undertaken to recognise, and where appropriate, protect, maintain or enhance the following elements:

- Existing water courses, water bodies, wetlands, groundwater and springs;
- Existing vegetation, such as shelter belts, hedgerows and habitats for indigenous fauna and flora;
- Heritage values and any sites of archaeological significance;
- Ancestral land, rivers, wetlands, groundwater, springs, Te Waihora/Lake Ellesmere and mahinga kai sites and the Wahi Tapu and Wahi Taonga of Te Rununga o Ngai Tahu and Te Taumutu Rununga;
- View shafts to the Port Hills;
- Provision of green linkages, ecological corridors and interface treatments on boundaries with rural or urban forms of development where appropriate;
- Indicate how the form and layout of the subdivision fits into the wider setting and is able to be integrated into these surrounds, including in particular the provision of measures to retain rural landscape elements, including views to rural and landscape reference points;
- Avoids urban elements, such as street lights (except at intersections), formed kerb and channel, sealed footpaths, or prominent entrance features;
- Maintains rural residential character through the retention of a low ratio of built form to open space;
- Reduces any potentially adverse visual effects with adjoining land use activities, in particular strategic infrastructure and

<p><u>education and research facilities.</u></p> <p><u>Rule 12.1.4.91 For areas located within an urban growth path identified in an adopted Township Structure Plan, whether the lot and road layout, and functional and efficient infrastructure servicing is designed to readily enable intensification of the area to urban densities to occur in the future.</u></p>	
<p>Add the following definition of “Rural Residential Activity” in Part D Definitions to read as follows:</p> <p><u>Rural Residential Activity: means residential units within the Living 3 Zone at an average density of between one and two households per hectare</u></p>	<p>The proposal accords with this definition.</p>
<p>Add a new Appendix 43 – Living 3 zone Indicate Cross Section and fencing typologies</p>	<p>The proposal includes road type and fence types consistent with that proposed for Appendix 43</p>
<p>Add a new Policy B3.4.21 in Quality of Environment – Reverse Sensitivity Effects in Part B 3 People’s Health, Safety and Values Section to read as follows</p> <p><u>Policy B3.4.21</u></p> <p><u>Provide for the establishment of rural residential activities within the Greater Christchurch area covered by Chapter 6 of the Canterbury Regional Policy Statement only in locations identified in the adopted Selwyn District Council Rural Residential Strategy 2014 to reduce the risk of potentially adverse reverse sensitivity effects on the productive function of rural zoned land, strategic infrastructure and on established education and research facilities.</u></p>	<p>The site is within one of the identified areas in the Rural Residential Strategy 2014.</p>