

ANNEXURE 3

Assessment Against Planning Provisions

Annexure 3: Assessment Against Planning Provisions

Canterbury Regional Policy Statement (Operative 2013)

Chapter 6 of the RPS provides more specific direction for growth, development and enhancement of the urban and rural areas of Greater Christchurch. A revised version of Chapter 6 was included in the Land Use Recovery Plan, made operative in December 2013.

Chapter 6 of the RPS is consistent with the LURP and the Christchurch Central Recovery Plan, and supports their implementation.

The following assessment of the proposed Plan Change against relevant provisions of the RPS is therefore considered to also address relevant objectives and policies of the LURP.

Table 1: Relevant Objectives and Policies of the Canterbury Regional Policy Statement – Including Relevant Provisions of the LURP

Canterbury Regional Policy Statement (RPS)	Assessment of Proposal Against Relevant Provisions of the RPS
Part One:	
Objective 5.2.1 – Location Design and Function of Development (Entire Region) Development is located and designed so that it functions in a way that: 1. achieves consolidated, well designed and sustainable growth in and around existing urban areas as the primary focus for accommodating the region's growth; and 2. enables people and communities, including future generations, to provide for their social, economic and cultural well-being and health and safety; and which: a) 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; b) provides sufficient housing choice to meet the region's housing needs; c) encourages sustainable economic development by enabling business activities in appropriate locations; d) minimises energy use and/or improves	<p>The proposed Plan Change has been designed using good urban design principles.</p> <p>The proposed development will add to the consolidated urban form along the western urban limit of the township. As discussed in the Assessment of Environmental Effects within the Plan Change request (section 4) effects on significant natural and physical resources can be avoided or mitigated.</p> <p>The proposed Plan Change provides additional housing choice which will help satisfy the strong demand for residential living opportunities at Tai Tapu in the face of limited remaining supply and the strong unmet demand for rural residential sections.</p> <p>The proposed road network within the site will accommodate alternative forms of transport, which will help to minimise energy use.</p> <p>The proposed Plan Change is in accordance with Objective 5.2.1.</p>

<p>energy efficiency;</p> <ul style="list-style-type: none"> e) enables rural activities that support the rural environment including primary production; f) is compatible with, and will result in the continued safe, efficient and effective use of regionally significant infrastructure; g) 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; h) facilitates the establishment of papakāinga and marae; and i) avoids conflicts between incompatible activities. <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> <ul style="list-style-type: none"> 1. 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 2. 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>The proposed Plan Change is in general accordance with Policy 5.3.7. As discussed in the Preliminary Transport Advice (Annexure 5) the transport-related upgrades required to service the proposed lots will ensure that the development can be safely and efficiently accommodated within, and integrated into, the local transportation environment.</p> <p>Reliance on the use of local roads rather than State Highway 75 and Lincoln Tai Tapu Road (an arterial) for access will ensure no adverse effects to the primary road network.</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>The site is not affected by any natural hazards (and associated risks and/or constraints) that cannot be dealt with through engineering and design solutions.</p> <p>As discussed in the Preliminary Services Report (Annexure 6) the proposed building platform design (which will elevate dwellings and achieve a minimum clearance above the modelled flood water levels) and provision for flood offset areas is considered sufficient to mitigate against the risk of</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> <ol style="list-style-type: none"> 1. is not likely to result in loss of life or serious injuries in the event of a natural hazard occurrence; and 2. is not likely to suffer significant damage or loss in the event of a natural hazard occurrence; and 3. is not likely to require new or upgraded hazard mitigation works to mitigate or avoid the natural hazard; and 4. is not likely to exacerbate the effects of the natural hazard; or 5. 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>Policy 11.3.2 – Avoid development in areas subject to inundation</p> <p>In areas not subject to Policy 11.3.1 that are subject to inundation by a 0.5% AEP flood event; any new subdivision, use and development (excluding critical infrastructure) shall be avoided unless there is no increased risk to life, and the subdivision, use or development:</p> <ol style="list-style-type: none"> 1. is of a type that is not likely to suffer material damage in an inundation event; or 2. is ancillary or incidental to the main development; or 3. meets all of the following criteria: <ol style="list-style-type: none"> a) new buildings have an appropriate floor level above the 0.5% AEP design flood level; and b) hazardous substances will not be inundated during a 0.5% AEP flood event. provided that a higher standard of management of inundation hazard events may be adopted where local catchment conditions warrant (as determined by a cost/benefit 	<p>flooding to future dwellings.</p> <p>The Geotechnical Report (see Annexure 8) confirms that there are no natural hazard risks that would preclude the proposed rural residential development of the site in accordance or increase risks associated with natural hazards.</p> <p>The site is not a 'high hazard' area in terms of Policy 11.3.1 (as confirmed by the Infrastructure Report in Annexure 6).</p> <p>A District Plan rule will require dwellings to be sited with 400mm freeboard above the 0.5% AEP flood event, in accordance with Policy 11.3.2.</p> <p>The Geotechnical report recommends appropriate mitigation to address potential effects associated with liquefaction and lateral spreading, including building platforms for future dwellings, and site and specific dwelling foundation design.</p>
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<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>	
Part Two:	
<p>Definition: Rural Residential activities – means residential units outside the identified priority areas at an average density of between 1 and 2 households per hectare.</p>	<p>The proposed Plan Change comprises a Rural Residential activity in accordance with the LURP and the RPS on the basis that the site is not identified as a ‘priority area’ within the LURP, and the proposal will result in an average density of 5063m² per households per hectare.</p>
<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>7) Maintains the character and amenity to rural areas and settlements;</p> <p>9) Integrates 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;</p>	<p>The SDP Living 3 zones in combination with the ODP and additional rules including requirement for building platforms as subdivision stage, will ensure a high amenity rural residential environment which will consolidate and enhance the western ‘edge’ of Tai Tapu township which is currently rather ill defined. The character and amenity of the adjoining rural land and Tai township will be maintained.</p> <p>The proposed development will not adversely affect the efficient operation of the strategic road network in the area. While Lincoln Tai Tapu Road (an arterial road) adjoins the northern boundary of the site, access to the three residential ‘clusters’ will be from Hauschilds Road. The site is spatially separate from State Highway 75 (Christchurch Akaroa Road) which bisects Tai Tapu township east of the site (down School Road).</p> <p>Connection to existing reticulated water supply and wastewater services (and installation of associated on-site infrastructure) has been assessed as being technically feasible and economically viable.</p>

	The proposed Plan Change is in accordance with Objective 6.2.1.
<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>5) encouraging sustainable and self-sufficient growth of the towns of Rangiora, Kaiapoi, Woodend, Lincoln, Rolleston and Prebbleton and consolidation of the existing settlement of West Melton;</p> <p>6) managing rural residential development outside of existing urban and priority areas; and ...</p>	<p>The proposed Plan Change is in accordance with Objective 6.2.2.</p> <p>RRS14 specifically identifies the site as 'suitable' for rural residential development (Area 14) from a strategic planning and infrastructure service perspective.</p> <p>The proposed development provides for limited growth of Tai Tapu township in a manner that ensures residents have ease of access to the facilities and services in Tai Tapu and nearby Lincoln.</p> <p>Development of the site will add to the consolidated urban form along the western urban limit of the township. By creating a more appropriate transition into the productive rural landscape (further discussed below) the proposal will assist with any existing concern about reverse sensitivity while retaining a semi rural outlook.</p>
<p>Objective 6.2.3 - Sustainability</p> <p>Recovery and rebuilding is undertaken in Greater Christchurch that:</p> <ol style="list-style-type: none"> 1) provides for quality living environments incorporating good urban design; 2) retains identified areas of special amenity and heritage value; 3) retains values of importance to tangata whenua; 4) provides a range of densities and uses; and 5) is healthy, environmentally sustainable, functionally efficient and prosperous. 	<p>The proposed Plan Change is in accordance with Objective 6.2.3 for the following reasons:</p> <p>The Outline Development Plan (ODP) has been designed using good urban design principles to create a quality living environment and to ensure that the existing amenity of the area is retained. .</p> <p>There are no identified sites of significance within the subject site, nor are there any known areas of mahinga kai. The proposal will not adversely impact any matters of importance to Tangata Whenua.</p> <p>The site provides for a range of rural residential sized allotments (between 2,750m² and 8,500 m²) and will result in the provision of a healthy and 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> <ol style="list-style-type: none"> 1) managing network congestion; 2) reducing dependency on private motor vehicles; 3) reducing emission of contaminants to air and energy use; 4) promoting the use of active transport modes. 5) optimizing use of existing capacity within the network: and 6) enhancing transport safety. 	<p>The ODP identifies access connections to the local road network (via Hauschields Road). The site does not access SH75 or Lincoln Tai Tapu Road.</p> <p>Retention of the strong connection between the site and Tai Tapu township, and the location of the three site access points, will promote walking and cycling into the township.</p> <p>The transport-related upgrades required to service the proposed lots (as outlined in the Preliminary Transport Advice in Annexure 5) will ensure that the proposed development can be safely and efficiently accommodated within, and integrated into, the local transportation environment.</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> <ol style="list-style-type: none"> 1) 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. 2) 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 	<p>The ODP has been designed using good urban design principles to create a quality living environment.</p> <p>The Plan Change request provides for the sustainable and integrated provision of rural residential land with use of an Outline Development Plan ('ODP') to ensure coordinated and well-planned outcomes.</p> <p>The proposed development will integrate well with the existing settlement pattern, complement the concentric urban form of Tai Tapu, and promote relevant urban design and consolidation principles. The design also reflects relevant requirements for the Living 3 zone of theSDP.</p> <p>The development is adjoining and well integrated with and connected to the existing township to the east via Haushchields Road. It is within easy walking and cycling distance of the village centre and school. The site also exhibits strong connections to the wider roading network – to Lincoln Tai Tapu Road and State Highway 75 (which is directly accessible via School Road). The right of ways and proposed internal road will have very low traffic volumes and will be suitable for</p>

<p>development.</p> <p>3) 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.</p> <p>4) 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>5) 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>6) 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>7) 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>multiple transport modes including walking and cycling.</p> <p>The indicative subdivision concept Plan provides for a variety of section sizes ranging from around 2700m² to 8000m².</p> <p>The development will be environmentally sustainable, with on site stormwater management and flood offset areas managing the effects of the residential development on water resources with on site detention and compensatory storage areas. It is envisaged that there will be some native plantings around the stormwater management areas.</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 area; or</p> <p>b) where an integrated plan adopted by the Territorial Authority exists for the</p>	<p>The ODP prepared in support of the proposed Plan Change (attached as Annexure 2) shows the following:</p> <ul style="list-style-type: none"> • Principal roads in the vicinity of the site, and access points between the site and the local road network • Indicative stormwater management areas (including overland stormwater flow paths to these areas and from the site). • Locations for connection to existing SDC sewerage system and water supply. <p>The indicative Subdivision Concept Plan</p>

<p>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) To the extent relevant show proposed land uses including:</p> <ul style="list-style-type: none"> a) Principal through roads, connections with surrounding road networks, relevant infrastructure services and areas for possible future development; b) Land required for community facilities or schools; c) Parks and other land for recreation; d) Land to be used for business activities; e) The distribution of different residential densities, in accordance with Policy 6.3.7; f) Land required for stormwater treatment, retention and drainage paths g) Land reserved or otherwise set aside from development for environmental, historic heritage, or landscape protection or enhancement; h) Land reserved or otherwise set aside from development for any other reason, and the reasons for its protection from development; i) Pedestrian walkways, cycleways, bus routes both within and adjoining the area to be developed; <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>(attached as Annexure 9) shows a possible subdivision layout and demonstrates how the following additional elements could potentially be incorporated into the site design (where required):</p> <ul style="list-style-type: none"> • Indicative, maximum building platforms (with domestic curtilage to be retained within these areas) compliant with L3 zone building setbacks • Internal access ways/roads • Swales to convey stormwater volumes on-site • Combined stormwater management areas including a 3m setback from boundaries • Flood offset areas. <p>The ODP (when viewed in conjunction with the information contained within the associated Plan Change application) is considered to fulfill all of the relevant requirements of Policy 6.3.3. This includes details of how identified risks relating to natural hazards (among other things) can be effectively addressed.</p>
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<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 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>The proposal promotes road and pedestrian linkages towards the east, and to Lincoln tai Tapu Road (an arterial road) directly north of the site. SH75 is accessible from Tai Tapu township. Additional vehicle movements generated by the proposal (when viewed in the context of existing volumes) will not overload or compromise the strategic network at this point.</p> <p>The transport-related upgrades required to service the proposed lots and meet Living Zone road standards (as outlined in the Preliminary Transport Advice in Annexure 5) will ensure that the proposed development can be safely and efficiently accommodated within, and integrated into, the local transportation environment.</p> <p>The proposed Plan Change is therefore considered to be in accordance with Policy 6.3.4.</p>

(5) improving road user safety.	
<p>Policy 6.3.5 – Integration of land use and infrastructure</p> <p>Recovery of Greater Christchurch is to be assisted by the integration of land use development with infrastructure by:</p> <ol style="list-style-type: none"> 1) Identifying priority areas for development to enable reliable forward planning for infrastructure development and delivery; 2) 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; <ol style="list-style-type: none"> a) optimise the efficient and affordable provision of both the development and the infrastructure; b) maintain or enhance the operational effectiveness, viability and safety of existing and planned infrastructure; c) protect investment in existing infrastructure; and d) ensure new development does not occur until provision for appropriate infrastructure is in place; 3) 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; 4) 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 5) Managing the effects of land-use activities on infrastructure, including avoiding activities that have potential to limit the efficient and effective, provision, operation, 	<p>The proposed Plan Change is in general accordance with Policy 6.3.5.</p> <p>Connection to reticulated water supply and wastewater services (and installation of associated on-site infrastructure) and stormwater treatment and disposal has been assessed as being technically feasible and economically viable (see Preliminary Services Report in Annexure 6).</p> <p>The transport-related upgrades required to service the proposed lots (see Preliminary Transport Advice in Annexure 5) will ensure that the proposed development can be safely and efficiently accommodated within, and integrated into, the local transportation environment.</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 site avoids direct access onto any strategic infrastructure, including SH75 to Akaroa and Lincoln Tai Tapu Road.</p>

<p>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> <ol style="list-style-type: none"> 1) In the case of Christchurch City, no further rural residential activity is to be provided for within the Christchurch City Plan area; 2) The location must be outside the greenfield priority areas for development and existing urban areas; 3) 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; 4) 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 Rooding Powers Act; 5) The location of any proposed rural residential development shall: <ol style="list-style-type: none"> a) 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; b) avoid the groundwater recharge zone for Christchurch City's drinking water; c) avoid land between the primary and secondary stop banks south of the Waimakariri River; d) avoid land required to protect the landscape character of the Port Hills; 	<p>Selwyn District Council's Rural Residential Strategy (RRS14) specifically identifies the site of the proposed Plan Change as being 'suitable' for rural residential development (Area 14) from a strategic planning and infrastructure service perspective.</p> <p>The proposed Plan Change meets the criteria specified within Policy 6.3.9 (1 to 7) for the reasons outlined below:</p> <p>The site is not located within the Christchurch City Plan area and is located outside the greenfield priority areas for development and existing urban areas.</p> <p>Connection to reticulated water supply and wastewater services (and installation of associated on-site infrastructure) and stormwater treatment and disposal has been assessed as being technically feasible and economically viable.</p> <p>The proposed rural residential development will be accessed via Hauschilds Road, to the east of the site (The indicative Subdivision Concept attached as Annexure 9 shows a possible subdivision layout). The site will not be directly accessible from Lincoln Tai Tapu Road or State Highway 75.</p> <p>The site is not located within any of the areas to be avoided, as specified within sub-sections (a) to (d) of Policy 6.3.9 (5).</p> <p>The site is not located near any of the specified military training facilities.</p> <p>The site provides for good access to emergency services and there is strong connectivity (via School Road) to the centre of Tai Tapu township and associated community infrastructure.</p> <p>By creating a more appropriate transition into the productive rural landscape (further discussed below) the proposal will assist with any concern about reverse sensitivity</p>

<ul style="list-style-type: none"> e) not compromise the operational capacity of the Burnham Military Camp, West Melton Military Training Area or Rangiora Airfield; f) support existing or upgraded community infrastructure and provide for good access to emergency services; g) avoid significant reverse sensitivity effects with adjacent rural activities, including quarrying and agricultural research farms, or strategic infrastructure; h) avoid significant natural hazard areas including steep or unstable land; i) avoid significant adverse ecological effects and support the protection and enhancement of ecological values; j) support the protection and enhancement of ancestral land, water sites, wāhi tapu and wāhi taonga of Ngāi Tahu; k) 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 l) avoid adverse effects on existing surface water quality. <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>while retaining the rural outlook.</p> <p>The site is not within a high hazard flood area as defined in the RPS and is not a high earthquake hazard area deemed unsuitable for future residential development. Any natural hazard risks associated flooding and earthquakes will be appropriately mitigated.</p> <p>The proposal will not generate adverse ecological impacts and will support the protection and enhancement of ecological values.</p> <p>The site does not contain any ancestral land, water sites, wahi tapu or wahi taonga of Ngai Tahu.</p> <p>The site does not contain or affect existing surface water. Proposed stormwater management measures will mitigate any potential adverse effects of development on the downstream catchment.</p> <p>An OD(has been provided. The proposed rural residential development will integrate with, and complement the concentric urban form of Tai Tapu. It will provide a more appropriate transition into the productive rural landscape (through creation of a suitable buffer between the adjoining smaller residential sites (zoned Living 1) and the rural landscape to the west). The proposal (as demonstrated by the ODP) is not intended to transition to a full urban development.</p> <p>The proposed Plan Change is in accordance with Policy 6.3.9.</p>
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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 associated environmental outcomes sought.

As directed by Action 18 (viii) of the LURP, the Selwyn District Council's RRS14 has been implemented in accordance with Chapter 6 of the RPS. This included associated amendments to the Selwyn District Plan to provide an appropriate objective and policy framework for assessment of private plan change requests as required to facilitate rural residential development of the 14 locations identified within the RRS14 as being suitable for rural residential development. The following assessment of the proposed Plan Change against the relevant objectives, policies and rules of the Selwyn District Plan includes an assessment against these additional matters.

Table 2: Relevant Objectives and Policies in the Selwyn District Plan

Selwyn District Plan – Townships Volume Chapter B1 – Natural Resources	Assessment of the Proposal Against Relevant Objectives and Policies within the Selwyn District Plan
<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> <ol style="list-style-type: none"> 1) The land is appropriate for other activities; and 2) There are other areas adjoining the township which are appropriate for new residential or business development which do not contain versatile soils. 	<p>The proposed Plan Change is in accordance with Objective B1.1.2 and Policies B1.1.3 and B1.1.8 for the following reasons:</p> <p>The small size of the two lots making up the site, and location adjoining a township, reduces the likelihood of the site's high quality soils being appropriately utilized into the future (should development not proceed at this time). The proposed development itself, does not reduce the potential productive capacity of large land holdings in the area.</p> <p>The low density of development proposed, along with limited hard-surface areas, will maintain the life supporting capacity of the soils.</p> <p>While the Preliminary Site Investigation (Annexure 7) identified a small area of contamination, the report concludes that this can be addressed through further investigation and development of an appropriate site remediation plan – to ensure that any associated risk to future site users is mitigated to an acceptable</p>

	<p>level prior to the commencement of any earthworks. This will be addressed in more detail through the subdivision consent process.</p> <p>The proposal site represents an appropriate location for rural residential development adjoining existing residential activities – as evidenced by inclusion of the site in the RRS14 (as being ‘suitable’ for rural residential development).</p> <p>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 – and will help meet the demand for residential living opportunities at Tai Tapu. These factors outweigh the need to retain versatile soils in this area for farming purposes. The proposed larger sites (as illustrated on the Possible Subdivision Concept) in particular have the potential to be utilized for some primary productive purposes e.g. horse or sheep grazing.</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</p> <p>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</p>	<p>The proposed Plan Change is in accordance with Objective B1.2.1 and Policies B1.2.2, B1.2.3 and B1.2.5 through:</p> <ul style="list-style-type: none"> • The ability to connect the development to existing, reticulated water and wastewater services • The proposed stormwater management system for the site. <p>This is further discussed in the Infrastructure Report in Annexure 6.</p>

<p>reticulated in the townships of Castle Hill, Doyleston, Lake Coleridge Village, Leeston, Linclon, Prebbleton, Rolleston, Southbridge, Springston, Tai Tapu and West Melton.</p>	
<p>Chapter B2 – Physical Resources</p>	
<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) 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, cyclists and pedestrians, and to allow safe access and egress and to mitigate reverse sensitivity effects on land adjoining the State Highway.</p>	<p>The Possible Subdivision Concept Plan (see Annexure 9) shows a possible subdivision layout and indicative internal access and roading.</p> <p>Internal access and roading within the site will be developed in accordance with relevant traffic standards, as will local traffic-related upgrades (and be confirmed through the subdivision consent process). This will ensure good connectivity to Tai Tapu township and nearby Lincoln Tai Tapu Road.</p> <p>The site does not access SH75. The cumulative impact of additional vehicle movements generated by the proposed development, over and above existing levels and given the fact these would be spread across three access points) is likely to be no more than minor. The transport-related upgrades required to service the proposed lots will ensure that the proposed development can be safely and efficiently accommodated within, and integrated into, the local transportation environment.</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 identifies the three indicative access points to/from the site, which will provide a direct and safe pedestrian and cycle route into the Tai Tapu village centre, and to the local school.</p> <p>State Highway 75 runs through Tai Tapu. The proposed development will add to the consolidated urban form</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</p> <p>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>along the western urban limit of the township.</p> <p>For the reasons outlined above, the proposed Plan Change is in accordance with Objectives B2.1.1 and B2.1.2 and Policies B2.1.2, B2.1.5, B2.1.9, B2.1.12, B2.1.13, B2.1.15 and B2.1.22.</p>
<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 proposed Plan Change is in accordance with Policy B.2.2.1 as the development can cost-effectively and efficiently connect to existing, reticulated water and wastewater services (as discussed in the Infrastructure Report, Annexure 6).</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 ODP provides for a direct transport link into the Tai Tapu township. The larger township of Lincoln (which contains sufficient community facilities to accommodate future residents of the site) is a short 3.5km drive away.</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>As existing solid waste disposal services for Tai Tapu can be extended into to accommodate the disposal-related needs arising from the development, the</p>

	proposal is in accordance with Policy B2.4.4.
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Chapter B3 – People’s Health Safety and Values	
<p>District-Wide natural Hazards</p> <p>Objective B3.1.1</p> <p>Ensure activities do not lead to or intensify the effects of natural hazards.</p> <p>Objective B3.1.2</p> <p>Ensure potential loss of life or damage to property from natural hazards is mitigated.</p> <p>Objective B3.1.3</p> <p>Ensure methods to mitigate natural hazards do not create or exacerbate adverse effects on other people or the environment.</p> <p>Policy B3.1.4</p> <p>Ensure any new dwelling or principal building located in the Living 1A or Living 2A zone at Tai Tapu is designed or sited to avoid flooding in a 2% Annual Event Probability (AEP) flood event.</p> <p>Policy B3.1.5</p> <p>Ensure any earthworks undertaken in the Living 1A or Living 2A Zones at Tai Tapu do not divert or displace floodwater on to other people’s property with adverse effects that are more than minor.</p> <p>Policy B3.1.6</p> <p>Ensure any measures proposed to mitigate a potential natural hazard:</p> <ul style="list-style-type: none"> • Do not lead to or intensify a potential natural hazard elsewhere; and • That any other adverse effects on the environment are avoided, remedied or mitigated. 	<p>As outlined in the Infrastructure Report (Annexure 6) the stormwater management system and requirements for flood offset areas will ensure that the development maintains pre-development stormwater flows (including peak flows) off site, thus avoiding any adverse stormwater or flooding effects for other land. The flood offset areas will compensate for the filling required to provide raised building platforms, roading, accesses and driveways to avoid flooding in the 0.5% AEP flood event. This higher standard than that specified in Policy B3.1.4 now applies in accordance with the requirements of the RPS (Policy 11.3.2).</p> <p>The Geotechnical Assessment (Annexure 8) establishes that the site is suitable for development in terms of s106 of the Resource Management Act 1991.</p>
<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>As discussed previously, the site is identified in the RRS14 as being ‘suitable’ for rural residential development in terms of prerequisites specified in RRS14 relating to economic servicing, integration with established townships, consistent with containment and consolidation principles, no significant constraints and owner aspirations to rezone; and subject to an RMA zoning process.</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 an 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 developed for urban activities or public reserves) and will provide suitable access to a variety of forms of transport.</p> <p>Objective B3.4.6</p> <p>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.</p> <p>Policy B3.4.26</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: 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>The proposed development will integrate well with the existing settlement pattern, complement the concentric urban form of Tai Tapu, and promote relevant urban design and consolidation principles. The design also reflects relevant requirements for the Living 3 zone of the District Plan. The development will add to the variety of living environments and housing choices available at Tai Tapu.</p> <p>The proposed development provides a high level of connectivity with the existing Tai Tapu village including a strong visual and physical connection to the Tai Tapu village centre (via School Road) and is within easy walking and cycling distance to the centre.</p> <p>The site also exhibits strong connections to the wider roading network – to Lincoln Tai Tapu Road and State Highway 75 (which is directly accessible via School Road).</p> <p>The site is identified as a preferred rural residential location in the RRS 14.</p> <p>The Site is sufficiently large enough to ensure any future building platforms can be more than adequately setback to meet the required internal and road boundary setbacks.</p> <p>The proposed development avoids reverse sensitivity effects with stormwater management areas and an existing rural style shelterbelt along the site boundaries with rural land. There are no known potentially offensive intensive farming activities in the vicinity, such as pig or poultry farming..</p> <p>For these reasons (and as further stated within this table) the proposed Plan Change is in accordance with Objectives B3.4.1 – B3.4.6 and Policies B3.4.26 and B3.4.38.</p>
<p>Policy B3.4.4 (a)</p> <p>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:</p>	<p>The proposed Plan Change is in accordance with Policies B3.4.4(a), (b) and (c) as outlined below.</p> <p>The site is identified in the RRS14 as ‘suitable’ for rural residential development from a strategic planning and infrastructure service perspective.</p>

<ul style="list-style-type: none"> • 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; • Facilitates the provision of housing choice and diverse living environments outside of the greenfield residential priority areas shown in the Canterbury Regional Policy Statement; • 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; • 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); • Integrates with existing townships through the provision of efficient linkages and provides for a choice of travel modes; • Avoids significant adverse landscape and visual effects on rural character and amenity and retains the distinctiveness between rural and urban environments; • Avoids development in areas where natural hazard risk or ground contamination cannot be adequately managed; • Avoids adverse effects on sites of significance and values to Te Taumutu Rununga and Ngai Tahu; • Avoids adverse effects on the safe and efficient functioning of the arterial road network; • 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 Lincoln University. 	<p>An Outline Development Plan is proposed for the site, and details of household density (average of 2 households per hectare) and infrastructure servicing methods are also provided within the Plan Change request.</p> <p>The proposed concept design offers a residential housing choice and a range of section sizes (as shown on the indicative Master Plan in Annexure 9). (The site is located outside of defined greenfield residential priority areas.)</p> <p>The site is located immediately adjacent to an existing township and will achieve a consolidated pattern of growth.</p> <p>The development captures efficiencies in the provision of infrastructure and services.</p> <p>The development is able to connect to existing, reticulated water and wastewater services.</p> <p>Road and walkway connections ensure efficient linkages and provides for a choice in travel modes to and within the local township.</p> <p>The development will create a more appropriate transition into the productive rural landscape than currently exists.</p> <p>Identified risks relating to natural hazards and contamination can be effectively managed, as discussed in the Infrastructure, Geotechnical and Preliminary Site Investigation Reports (Annexures 6, 8 and 7) and the Plan Change request.</p> <p>No sites of cultural significance have been identified within the site.</p> <p>The site does not connect to SH75 and will not adversely affect the safe and efficient operation of the arterial road network.</p> <p>The small size of the proposed rural residential 'node', and the ODP and existing and proposed L3 zone rules in combination will ensure an appropriate level of openness and rural character is achieved. No public</p>
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<p>Policy B3.4.4 (b)</p> <p>Rural residential living environments are to deliver the following amenity outcomes and levels of service:</p> <ul style="list-style-type: none"> • 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; • 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; • 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); • 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). <p>Policy B3.4.4 (c)</p> <p>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 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.</p>	<p>reserves, open space areas or peripheral public walkways are proposed.</p> <p>Urban forms of services are avoided within the development and will be confirmed at subdivision stage in accordance with the SDP subdivision assessment matters for the Living 3 zone (see Annexure 4).</p> <p>Fencing will accord with the fencing typologies in Appendix 44 of the Selwyn District Plan.</p> <p>The site is not located within a township urban growth path.</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>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</p> <p>Within the Greater Christchurch area of the District covered by Chapter 6 to the Canterbury Regional Policy Statement, to provide for rural residential development through the Living 3 zone and only where located in accordance with the areas shown in the adopted Selwyn District Council Rural Residential Strategy 2014. Elsewhere in the District to allow, where appropriate, the development of low density living environments in locations in and around the edge of townships where they achieve the following:</p> <ul style="list-style-type: none"> • A compact township shape; • Consistent with preferred growth options for townships; • Maintains the distinction between rural areas and townships; • Maintains a separation between townships and Christchurch City boundary; • Avoid the coalescence of townships with each other; • Reduce the exposure to reverse sensitivity effects; • Maintain the sustainability of the land, soil and water resource; • Efficient and cost-effective operation and provision of infrastructure. <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>a) Retaining existing trees, bush, or other natural features on sites; and</p>	<p>The Living 3 Zone is designed to provide considerably lower densities than other living zones. The clustering of houses around private lanes/access roads facilitates the retention of large of large open areas and rural outlook and accentuates the open space character of the site and surrounding rural landscape.</p> <p>The Possible Subdivision Concept shows a lot sizes ranging from approximately 2,750m² to 8,500m² – with an average lot size of 5,000m². This will ensure that the resultant residential density achieved through the development is appropriate to the Living 3 Zone.</p> <p>The site is identified in the RRS14 as being 'suitable' for rural residential development from a strategic planning and infrastructure service perspective.</p> <p>The proposed development is a small 'node' which will integrate well with the existing settlement pattern, complement the concentric urban form of Tai Tapu, and promote relevant urban consolidation principles. It will provide a more appropriate transition into the productive rural landscape (through creation of a suitable buffer between the adjoining smaller residential sites (zoned Living 1) and the rural landscape to the west thus reducing any potential for reverse sensitivity effects. As noted in RRS14 the risk of ribbon development occurring along Lincoln-Tai Tapu Road is reduced as the site has a narrow road frontage along this road and provides a definitive township gateway at its western end, discouraging further development to the west; avoids reverse sensitivity effects and the urban form of Tai Tapu coalescing with Lincoln to the west and Christchurch City to the north-east.</p> <p>The development is able to connect to existing, reticulated water and wastewater</p>
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<p>b) 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>services in an efficient and cost-effective manner.</p> <p>The L3 rules and ODP will ensure a high amenity environment so there is no requirement for boundary planting to mitigate the visual effects of the development. However, it is likely that existing frontage planting along Hauschilds Road will be retained. An existing shelterbelt in the approximate position of the northern most proposed right of way is poor quality and is unlikely to be retained. The Commissioner has also noted in decisions on Plan Changes 36, 28 and 41 that shelterbelts can in any case be problematic in a rural residential setting. They detract from openness and long views, can be difficult for owners to maintain consistently where on small blocks, and where close to houses can create nuisance effects,</p> <p>Fencing will be in accordance with SDP rural fencing typologies for the L3 zone.</p> <p>The proposal is considered to be in accordance with Objectives B4.1.1 and B4.1.2 and Policies B4.1.2, B4.1.3, B4.1.11 and B4.1.12 for the reasons outlined above.</p>
<p>Policy B4.2.13</p> <p>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:</p> <ul style="list-style-type: none"> • Development is in accordance with an Outline Development Plan included in the District Plan; • Areas can be efficiently serviced with network infrastructure; • Efficient and effective linkages are provided to the adjoining township; • 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; • The lot layout is consistent with the residential 	<p>The proposed Plan Change includes an ODP for the entire area of the site.</p> <p>The site can cost-effectively and efficiently connect to existing, reticulated water and wastewater services, as well as other service-related infrastructure.</p> <p>The development maintains a strong, and efficient connection with the village centre (via School Road).</p> <p>The proposed development has been designed so as to retain open space areas, achieve a sensitive rural/urban interface and integrate the proposed development with the surrounding land. This will be achieved through providing a range of allotment sizes, clustering houses around private lanes/access ways, retaining large open areas within each cluster (to retain a rural</p>

<p>density required by Chapter 6 to the Canterbury Regional Policy Statement;</p> <ul style="list-style-type: none"> Any risks of natural hazards or soil contamination are effectively managed; 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; That there will no significant adverse effects on the quality of ecosystems and indigenous biodiversity; <p>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.</p>	<p>outlook and accentuate the open space character of the site and surrounding rural landscape), and limiting domestic curtailed to dominated building platform areas (to be confirmed at building consent).</p> <p>The proposed layout is consistent with Chapter 6, as addressed previously.</p> <p>Identified risks relating to natural hazards and contamination can be effectively managed, as discussed in the Infrastructure, Geotechnical and Preliminary Site Investigation Reports (Annexures 6, 8 and 7) and the Plan Change request.</p> <p>The site does not contain any rivers, streams, wetlands or springs and the proposal includes provision of an appropriate stormwater management system to ensure there are no adverse effects on surface or groundwater.</p> <p>The proposed development will not result in adverse effects on the quality of ecosystems or indigenous biodiversity.</p>
<p>Objective B4.3.1</p> <p>The expansion of townships does not adversely affect:</p> <ul style="list-style-type: none"> Natural or physical resources; Other activities; Amenity values of the township or the rural area; or Sites with special ecological, cultural, heritage or landscape values. <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 in general accordance with an operative Outline Development Plan, supports the timely, efficient and integrated provision of infrastructure, provides for the long-term maintenance of rural residential character, and</p>	<p>The above assessment demonstrates that the proposed Plan Change is in accordance with Objective B4.3.1. Expansion of the township in the manner proposed will not adversely impact any of the listed factors. The amenity values of the township and rural area will be sensitively interfaced and maintained.</p> <p>Roading links to the north and east of the site (including retention of the site's direct connection to Tai Tapu township) and ability to connect to existing, reticulated water and wastewater services, demonstrates that the proposal is in accordance with Objective B4.3.4.</p> <p>For the reasons outlined above (under Chapter B4 – Growth of Townships) the proposed rezoning of the site to Living 3 will achieve Objective B4.3.7.</p> <p>It is proposed to rezone the subject land to Living 3 to accommodate the proposed rural</p>

<p>where located in the Greater Christchurch area covered by Chapter 6 to the Canterbury Regional Policy Statement occurs only in the Living 3 Zone and in locations shown in the adopted Selwyn District Council Rural Residential Strategy 2014.</p> <p>Policy B4.3.1</p> <p>Ensure new residential or business development either:</p> <ul style="list-style-type: none"> • Complies with the Plan policies for the Rural Zone; or • 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 • The land is rezoned to an appropriate Living or Business zone and, where within the Greater Christchurch area, is contained within existing zoned land and greenfield priority areas identified in the Regional Policy Statement and developed in accordance with an Outline Development Plan incorporated into the District Plan. <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> <ul style="list-style-type: none"> • Principal through roads, connection and integration with the surrounding road networks, relevant infrastructure services and areas for possible future development; • Any land to be set aside for <ul style="list-style-type: none"> ○ community facilities or schools; ○ parks and land required for recreation or reserves; ○ any land to be set aside for business activities; ○ the distribution of different residential densities; ○ land required for the integrated management of water systems, including stormwater treatment, secondary flow paths, retention and drainage paths; ○ land reserved or otherwise set aside from development for environmental or landscape protection or enhancement; and 	<p>residential development, and therefore the Plan Change is in accordance with Policy B4.3.1.</p> <p>The proposed Plan Change is in accordance with Policy B.4.3.6. The rural residential development will integrate well with the existing settlement pattern, complement the concentric urban form of Tai Tapu, and promote the urban consolidation principles of the LURP, RPS, SDP and RRS14. The resultant small 'expansion' of the current urban limit of Tai Tapu is considered an expansion in a compact shape.</p> <p>The ODP in Annexure 2 provides relevant information to satisfy the requirements of Policy B4.3.8. This is further supported by information provided within the Plan Change request.</p> <p>(The 'minimum density of at least 10 lots or household units per hectare' requirement is not applicable for the Living 3 zone.)</p>
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<ul style="list-style-type: none"> ○ land reserved or otherwise set aside from development for any other reason, and the reasons for its protection. • Demonstrate how each ODP area will achieve a minimum net density of at least 10 lots or household units per hectare; • Identify any cultural (including Te Taumutu Runanga values), natural, and historic or heritage features and values and show how they are to be enhanced or maintained; • Indicate how required infrastructure will be provided and how it will be funded; • Set out the phasing and co-ordination of subdivision and development in line with the phasing shown on the Planning Maps and Appendices; • 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; • 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; • Show how other potential adverse effects on the environment, the protection and enhancement of surface and groundwater quality, are to be avoided, remedied or mitigated; • Include any other information which is relevant to an understanding of the development and its proposed zoning; and • Demonstrate that the design will minimize any reverse sensitivity effects. 	
<p>Policy B4.3.94</p> <p>Encourage new residential or business activities to locate on sites that have the least risk of being subject to flooding.</p>	<p>As evident from the ECAN flood report (Annexure 12) the site is 'higher and drier' than much of the existing urban zoned area of Tai Tapu township.</p>
<p>Policy B4.3.95</p> <p>Ensure any land rezoned for new residential or business development does not increase potential natural hazards from flooding.</p>	<p>The Infrastructure Report outlines the proposed stormwater management and flood mitigation measures which will ensure there will be no increase in potential natural hazards from flooding.</p>

<p>Policy B4.3.97</p> <p>Consider any potential adverse effects of rezoning land for new residential or business development at Tai Tapu on the “rural-urban” landscape contrast of the area with Christchurch City, as identified in the RPS.</p>	<p>The revised RPS no longer contains this policy.</p>
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