

Appendix 9: Assessment of CRPS Objectives and Policies

Chapter 5: Land use and Infrastructure

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;

The proposed change of zoning will allow for residential growth to be accommodated within the existing township boundaries close to the centre of the township, immediately adjoining the existing Living 1 Zone at Kirwee. As has been discussed in this application a significant portion of the existing Living 1 zoned land in the township of Kirwee currently is either constrained or has been developed to its potential. While it is recognised there is an area of undeveloped land with Living 1 zoning currently, the location of this undeveloped site is less ideal than the application site due to location and the ability to set a precedence in terms of potential sprawl of the township beyond the existing identified boundaries to the north. The proposed plan change area essentially replaces the constrained land of the current Living 1 Zone and provides an alternative location for Living 1 density residential use closer to the centre of the township in an area recognised as suitable for residential use.

- (c) encourages sustainable economic development by enabling business activities in appropriate locations;

Non-residential use is not anticipated by the plan change, although it is noted additional housing of the type that would appeal to young families will ensure the long-term viability of the existing Kirwee School. It is also noted additional residents to the town may enable additional businesses to be established within the township in the long term.

- (d) minimises energy use and/or improves energy efficiency;
- (e) enables rural activities that support the rural environment including primary production;

Matters (d) and (e) are not considered applicable to the proposed plan change as the site is zoned, and anticipated to be used for, residential purposes.

- (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;

As assessed by Carriageway Consulting the proposed plan change will not result on any adverse effects on the adjoining road networks, including State Highway 73 West Coast Road, therefore it is considered the proposal is consistent with these matters.

(h) facilitates the establishment of papakāinga and marae; and

This matter is not applicable to the proposed plan change.

(i) avoids conflicts between incompatible activities.

The application site is bounded by Hoskyns Road to the north, existing established residential use to the west and south and rural land, which is also zoned Living 2A, to the east. The proposed residential used is not considered incompatible with any of the adjoining land uses.

Objective 5.2.2 Integration of land-use and regionally significant infrastructure (Wider Region)

In relation to the integration of land use and regionally significant infrastructure:

1. To recognise the benefits of enabling people and communities to provide for their social, economic and cultural well-being and health and safety and to provide for infrastructure that is regionally significant to the extent that it promotes sustainable management in accordance with the RMA.
2. To achieve patterns and sequencing of land-use with regionally significant infrastructure in the wider region so that:
 - (a) development does not result in adverse effects on the operation, use and development of regionally significant infrastructure.
 - (b) adverse effects resulting from the development or operation of regionally significant infrastructure are avoided, remedied or mitigated as fully as practicable.
 - (c) there is increased sustainability, efficiency and liveability.

The proposed use of land will not impact the regionally significant infrastructure of nearby State Highway 73. In addition, the proposed development will provide residential use in close proximity to the existing township centre, supporting alternative travel modes such as walking and cycling. Therefore, the proposed plan change is considered consistent with the above matters.

Objective 5.2.3 Transport network (Wider Region)

A safe, efficient and effective transport system to meet local regional, inter-regional and national needs for transport, which:

1. supports a consolidated and sustainable urban form;
2. avoids, remedies or mitigates the adverse effects of transport use and its provision;
3. provides an acceptable level of accessibility; and
4. is consistent with the regional roading hierarchy identified in the Regional Land Transport Strategy.

The proposed plan change will enable higher density sections within land already zone for residential use and will facilitate consolidated urban growth in Kirwee. The more intensive use of this site will not impact on, limit, or affect regionally significant infrastructure or transport networks.

Policy 5.3.1 Regional growth (Wider Region)

To provide, as the primary focus for meeting the wider region's growth needs, sustainable development patterns that:

1. ensure that any

- (a) urban growth; and
- (b) limited rural residential development occur in a form that concentrates, or is attached to, existing urban areas and promotes a coordinated pattern of development;
- 2. encourage within urban areas, housing choice, recreation and community facilities, and business opportunities of a character and form that supports urban consolidation;
- 3. promote energy efficiency in urban forms, transport patterns, site location and subdivision layout;
- 4. maintain and enhance the sense of identity and character of the region's urban areas; and
- 5. encourage high quality urban design, including the maintenance and enhancement of amenity values.

The proposal includes use of land identified and zoned for residential use and will enable higher densities to provide for a wider variety of housing choice in a consolidated manner that maintains good connections to the centre of Kirwee including walking and cycling opportunities.

Policy 5.3.2 Development conditions (Wider Region)

To enable development including regionally significant infrastructure which:

1. ensure that adverse effects are avoided, remedied or mitigated, including where these would compromise or foreclose:
 - (a) existing or consented regionally significant infrastructure;
 - (b) options for accommodating the consolidated growth and development of existing urban areas;
 - (c) the productivity of the region's soil resources, without regard to the need to make appropriate use of soil which is valued for existing or foreseeable future primary production, or through further fragmentation of rural land;
 - (d) the protection of sources of water for community supplies;
 - (e) significant natural and physical resources;
2. avoid or mitigate:
 - (a) natural and other hazards, or land uses that would likely result in increases in the frequency and/or severity of hazards;
 - (b) reverse sensitivity effects and conflicts between incompatible activities, including identified mineral extraction areas; and
3. integrate with:
 - (a) the efficient and effective provision, maintenance or upgrade of infrastructure; and
 - (b) transport networks, connections and modes so as to provide for the sustainable and efficient movement of people, goods and services, and a logical, permeable and safe transport system.

The proposal site has already been identified as appropriate for residential use and includes an area where wastewater systems are excluded to provide for a future community drinking water supply for the area. The site is not subject to natural hazards and is located adjoining existing development in Kirwee to ensure that it provides for consolidated growth.

Policy 5.3.3 Management of development (Wider Region)

To ensure that substantial developments are designed and built to be of a high-quality, and are robust and resilient:

1. through promoting, where appropriate, a diversity of residential, employment and recreational choices, for individuals and communities associated with the substantial development; and
2. where amenity values, the quality of the environment, and the character of an area are maintained, or appropriately enhanced.

The proposal site has already been identified as appropriate for residential development to Living 2A densities with an average allotment size of 1 ha. The existing development on the northern portion of the site reflects the type of development anticipated for the remainder of the site under the proposed new Living 1 Zoning. This development style achieves a range of choices for individuals and communities and does not compromise amenity values of the area.

Policy 5.3.5 Servicing development for potable water, and sewage and stormwater disposal (Wider Region)

Within the wider region, ensure development is appropriately and efficiently served for the collection, treatment, disposal or re-use of sewage and stormwater, and the provision of potable water, by:

- 1. avoiding development which will not be served in a timely manner to avoid or mitigate adverse effects on the environment and human health; and*
- 2. requiring these services to be designed, built, managed or upgraded to maximise their on-going effectiveness.*

The application site can be efficiently serviced for water supply, on-site sewage and stormwater disposal, without the need to further upgrade the network. Due to the soils present on the application site and depth to ground water on-site wastewater can be accommodated even with a minimum average allotment size of 800 m². The subdivision of the northern portion of the site makes provision for an additional utility allotment for an expansion of the water supply network that would have been required to service the area under the existing Living 2A Zoning.

Policy 5.3.6 Sewerage, stormwater and potable water infrastructure (Wider Region)

Within the wider region:

- 1. Avoid development which constrains the on-going ability of the existing sewerage, stormwater and potable water supply infrastructure to be developed and used.*
- 2. Enable sewerage, stormwater and potable water infrastructure to be developed and used, provided that, as a result of its location and design:*
 - (a) the adverse effects on significant natural and physical resources are avoided, or where this is not practicable, mitigated; and*
 - (b) other adverse effects on the environment are appropriately controlled.*
- 3. Discourage sewerage, stormwater and potable water supply infrastructure which will promote development in locations which do not meet Policy 5.3.1.*

The site is able to be serviced for stormwater and sewerage on site as evidenced by the granted on-site wastewater discharge consents for the northern portion of the site and the permitted nature of stormwater discharges. Infrastructure associated with water supply can be placed within the site and make connections to the wide Kirwee reticulated network. Reticulation of wastewater to Kirwee has not (to date) been identified in any long term Council planning strategies or long term plans.

Policy 5.3.8 Land use and transport integration (Wider Region)

Integrate land use and transport planning in a way:

- 1. that promotes:*
 - (a) the use of transport modes which have low adverse effects;*
 - (b) the safe, efficient and effective use of transport infrastructure, and reduces where appropriate the demand for transport;*
- 2. that avoids or mitigates conflicts with incompatible activities; and*
- 3. where the adverse effects from the development, operation and expansion of the transport system:*
 - (a) on significant natural and physical resources and cultural values are avoided, or where this is not practicable, remedied or mitigated; and*
 - (b) are otherwise appropriately controlled.*

As previously assessed, subdivision of the proposed plan change area and the resultant anticipated traffic volumes can be accommodated within the existing surrounding road network. In addition, it is noted non-vehicular connection is provided through to the existing township centre and Kirwee Model School promoting walking and cycling opportunities.

5.3.12 Rural production (Wider Region)

Maintain and enhance natural and physical resources contributing to Canterbury's overall rural productive economy in areas which are valued for existing or foreseeable future primary production, by:

1. avoiding development, and/or fragmentation which;
 - (a) forecloses the ability to make appropriate use of that land for primary production; and/or
 - (b) results in reverse sensitivity effects that limit or precludes primary production.
2. enabling tourism, employment and recreational development in rural areas, provided that it:
 - (a) is consistent and compatible with rural character, activities, and an open rural environment;
 - (b) has a direct relationship with or is dependent upon rural activities, rural resources or raw material inputs sourced from within the rural area;
 - (c) is not likely to result in proliferation of employment (including that associated with industrial activities) that is not linked to activities or raw material inputs sourced from within the rural area; and
 - (d) is of a scale that would not compromise the primary focus for accommodating growth in consolidated, well designed and more sustainable development patterns. and;
3. ensuring that rural land use intensification does not contribute to significant cumulative adverse effects on water quality and quantity.

The application site is currently zoned for residential use and so has effectively already been removed from the pool of available rural production land for the region in the long term. The proposed plan change will not alter this situation but may avoid the need to develop other rural land for residential use.

Chapter 11 Natural hazards

Objective 11.2.1 Avoid new subdivision, use and development of land that increases risks associated with natural hazards

Policy 11.3.1 Avoidance of inappropriate development in high hazard areas

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:

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. Outside of greater Christchurch, is proposed to be located in an area zoned or identified in a district plan 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; or
6. Within greater Christchurch, is proposed to be located in an area zoned in a district plan for urban residential, industrial or commercial use, or identified as a "Greenfield Priority Area" on Map A of Chapter 6, both at the date the Land Use Recovery Plan was notified in the Gazette, in which case the effects of the natural hazard must be avoided or appropriately mitigated; or
7. Within greater Christchurch, relates to the maintenance and/or upgrading of existing critical or significant infrastructure.

The site is not located in an area of known natural hazards and is consistent with the above objectives and associated policies.