

Operative RPS Objectives and Policies

- a. Please provide an assessment of the operative RPS Objectives and Policies in particular addressing how the request will give effect to CRPS Policy 6.3.7.

Chapters not relevant

Chapter 7 - Fresh Water
Chapter 8 - The Coastal Environment
Chapter 10 - Beds of Rivers and Lakes and their Riparian Zones
Chapter 13 - Historic Heritage
Chapter 14 - Air Quality
Chapter 16 - Energy
Chapter 18 - Hazardous Substances
Chapter 19 - Waste Minimisation and Management

CHAPTER 5- LAND-USE AND INFRASTRUCTURE

5.2 OBJECTIVES

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 energy efficiency;
 - 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.

Assessment:

The first goal of this objective is to achieve *consolidated, well designed and sustainable growth in and around existing urban areas*. This goal is achieved by the two proposed development areas adjoining the eastern extent of Rolleston. Development of these areas will achieve consolidation as they are logical extensions of very successful, well designed and sustainable suburban developments. The proposed rezoning of the Faringdon South West and South East block will also give effect to the second element of this Objective as it will enable the Greater Christchurch community to provide for their social, economic and cultural wellbeing through provision of additional housing as part of an established town. The development areas will not directly serve future generations as it is expected, based on known demand and supply, that they will be developed and built on in the short to medium term. Future generations will however benefit from current generations having "grown up" within an area that is part of well-planned growth of Rolleston, which in turn is part of Greater Christchurch.

With regard to the relevant location and design aspects referred to in clause 2:

- There are no areas within the land to be rezoned which have particular or significant natural values, nor is there any significant regional infrastructure.
- The area being rezoned has as its primary purpose the provision of housing choice for people of the region, and in particular, greater Christchurch.

- The rezoned land contains areas set aside to provide for community and commercial use. These areas will complement the substantial existing and future employment opportunities within Rolleston and the surrounding area.
- The land being rezoned is currently used for limited productive purposes
- Potential conflict is expected to be limited due to the land use history of the area and use of larger lot sizes on the eastern periphery of the two areas.

5.3.7 Strategic land transport network and arterial roads (Entire Region)

In relation to strategic land transport network and arterial roads, the avoidance of development which:

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.

Assessment:

The Transportation Assessment attached to the Plan Change request considers the impact of the additional traffic generated by the requested residential rezoning. The assessment concludes that the additional traffic can be accommodated into the existing, new and planned elements of the road network serving Rolleston and Greater Christchurch without any adverse safety impacts. With regard to safety, the level of service of some intersections used by resident and visitors close to and beyond the immediate area is expected to reduce slightly resulting from a small increase in waiting time. This degree of impact is considered to be of such a small scale that it is of no regional significance. It is therefore considered that the rezoning will be consistent with Objective 5.3.7.

CHAPTER 6- RECOVERY AND REBUILDING OF GREATER CHRISTCHURCH

Chapter 6 was included in the Regional Policy Statement in 2013 having been incorporated from the Land Use Recovery Plan developed in response to the Canterbury earthquakes. Specifically it *“provides a resource management framework for the recovery of Greater Christchurch to enable and support earthquake recovery and rebuilding including restoration and enhancement through to 2028”*. A key focus of Chapter 6 was to respond to the anticipated demand for business and residential activities which needed to be replaced or relocated as a result of the earthquakes. To a large extent this recovery has occurred in relation to provision and uptake of identified (and now zoned) land for business and residential activities impacted by the earthquakes. Accordingly, it is considered that the objectives and policies in Chapter 6 need to be applied and evaluated recognizing that Greater Christchurch has moved on from only responding to the direct impacts of the earthquakes. In particular there is ongoing demand for residential land for housing due to population growth in addition to the demand by first home buyers who are reluctant or unable to buy existing houses in areas impacted by the earthquakes. These factors have resulted in strong demand for lower cost housing outside Christchurch City, particularly in Rolleston. On the supply side a number of areas identified for residential development have not become available as anticipated.

In response to a recognised demand for housing beyond that anticipated in the LURP and Chapter 6 of the CRPS, the Greater Christchurch Partnership has chosen to revisit these documents. This review has also occurred in response to the requirements contained in the National Policy Statement of Urban Development Capacity which has the purpose of recognizing the national significance of:

- Urban environments and the need to enable these to develop and change and
- Providing sufficient development capacity to meet the needs of people and communities and future generations in urban environments

To achieve these purposes all councils that have part, or all, of a medium or high growth urban area within their district or region are required to produce a future development strategy which demonstrates that sufficient, feasible development capacity is available to support future housing and business growth. This includes over the medium (next 10 years) and long term (10 to 30 years) periods.

The Christchurch urban area was defined by Statistics NZ in 2016 as a high growth urban area. Given the strategic planning arrangements that already exist between the councils in the Greater Christchurch Partnership, it was agreed that a review of Greater Christchurch’s settlement pattern should be done collaboratively, and in doing so, meet the statutory requirements of the NPS-UDC. Accordingly, the Partnership has determined that the Greater Christchurch area should be the geographic area of focus for the Update of the existing Urban Development Strategy (UDS) for the purposes of the NPS-UDC requirements.

This Update, which is contained in the report “Our Space 2018-2018 – Greater Christchurch Settlement Pattern Update”, provides for residential development out to the Projected Infrastructure Boundary identified in Map A contained in Chapter 6 of the CRPS. In Rolleston the eastern extent of the Projected Infrastructure Boundary is Selwyn Road. The land proposed to be rezoned Living Z in this Plan Change sits west of Selwyn Road and is within the Projected Infrastructure Boundary thereby satisfying and implementing the Updated settlement pattern. Implementation of this updated settlement pattern is to be by way of a formal change to Chapter 6 of the Canterbury Regional Policy Statement which is to be achieved through a Streamlined Planning Process provided for in Part 5 of Schedule 1 of the RMA.

As mentioned above it is considered that the objectives and policies in Chapter 6 need to be applied and evaluated recognizing that Greater Christchurch has moved on from only responding to the direct impacts of the earthquakes. In particular there is a demand for residential land for housing simply created by natural growth in the population and that provision to meet this demand is going to be achieved by an amendment to Chapter 6 of the CRPS.

Objective 6.2.1 Recovery framework

Recovery, rebuilding and development are enabled within Greater Christchurch through a land use and infrastructure framework that:

1. identifies priority areas for urban development within Greater Christchurch;
2. identifies Key Activity Centres which provide a focus for high quality, and, where appropriate, mixed-use development that incorporates the principles of good urban design;
3. avoids urban development outside of existing urban areas or greenfield priority areas for development, unless expressly provided for in the CRPS;
4. protects outstanding natural features and landscapes including those within the Port Hills from inappropriate subdivision, use and development;
5. protects and enhances indigenous biodiversity and public space;
6. maintains or improves the quantity and quality of water in groundwater aquifers and surface waterbodies, and quality of ambient air;
7. maintains the character and amenity of rural areas and settlements;
8. protects people from unacceptable risk from natural hazards and the effects of sea-level rise;
9. integrates strategic and other infrastructure and services with land use development;
10. achieves development that does not adversely affect the efficient operation, use, development, appropriate upgrade, and future planning of strategic infrastructure and freight hubs;
11. optimises use of existing infrastructure; and
12. provides for development opportunities on Māori Reserves in Greater Christchurch.

6.2.1a Targets for sufficient, feasible development capacity for housing [Inserted in accordance with sections 55(2) and 55(A) of the Resource Management Act 1991, from the National Policy Statement on Urban Development Capacity 2016]

For the period 2018-2048, sufficient, feasible development capacity for housing is enabled in Greater Christchurch in accordance with Table 6.1.

Table 6.1 Targets for housing development capacity in Greater Christchurch, 2018-2048

	Development capacity to be enabled (number of dwellings)		
	Medium Term ¹ (2018-2028)	Long Term ² (2028-2048)	Total 30 Year Period (2018-2048)
Christchurch City	17,400	38,550	55,950
Selwyn	8,600	8,690	17,290
Waimakariri	6,300	7,060	13,360
Greater Christchurch	32,300	54,300	86,600

Policy 6.3.1 Development within the Greater Christchurch area

1. In relation to recovery and rebuilding for Greater Christchurch:
2. give effect to the urban form identified in Map A, which identifies the location and extent of urban development that will support recovery, rebuilding and planning for future growth and infrastructure delivery;
3. give effect to the urban form identified in Map A (page 6-27) by identifying the location and extent of the indicated Key Activity Centres;
4. enable development of existing urban areas and greenfield priority areas, including intensification in appropriate locations, where it supports the recovery of Greater Christchurch;
5. ensure new urban activities only occur within existing urban areas or identified greenfield priority areas as shown on Map A, unless they are otherwise expressly provided for in the CRPS;
6. provide for educational facilities in rural areas in limited circumstances where no other practicable options exist within an urban area;

7. provide for a metropolitan recreation facility at 466-482 Yaldhurst Road; and
8. avoid development that adversely affects the function and viability of, or public investment in, the Central City and Key Activity Centres.

Assessment Objective 6.2.1, 6.2.1.a and Policy 6.3.1:

Objective 6.2.1 sets out the form and content development and the means of achieving this through the land use and infrastructure framework set out in the CRPS. These means include identification of priority areas for urban development. The objective does not specify what those areas are, leaving that detail to the policies. The area proposed to be rezoned sitting inside the infrastructure boundary will be identified in the CRPS in the near future when the change to the CRPS is approved. All the other matters listed in this objective are either satisfied or not relevant.

Regarding **Objective 6.2.1a** Targets for housing development, the recent work undertaken by the Greater Christchurch Partnership updates this table reflecting both an increase in the number of households for provision which needs to be made and the fact that some of the land currently identified for development is not readily available.

Policy 6.3.1 largely mirrors Objective 6.2.1 but adds specific reference to identified greenfield priority areas on Map A. As mentioned those greenfield areas were developed on the basis of the anticipated demand primarily created by the recovery and rebuilding process following the Canterbury earthquakes. The process is largely occurred creating the opportunity to reconsider future needs associated with natural growth in the population and their housing needs. While the proposed rezoning is not consistent with this policy in regard to Map A, that will not be the case once the proposed change to Chapter 6 of the CRPS is in place. However it is noted that the actual development of this land will not occur prior to Map A being formally revised.

Objective 6.2.2 Urban form and settlement pattern

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:

1. aiming to achieve the following targets for intensification as a proportion of overall growth through the period of recovery:
 - a. 35% averaged over the period between 2013 and 2016
 - b. 45% averaged over the period between 2016 to 2021
 - c. 55% averaged over the period between 2022 and 2028;
2. providing higher density living environments including mixed use developments and a greater range of housing types, particularly in and around the Central City, in and around Key Activity Centres, and larger neighbourhood centres, and in greenfield priority areas and brownfield sites;
3. reinforcing the role of the Christchurch central business district within the Greater Christchurch area as identified in the Christchurch Central Recovery Plan;
4. providing for the development of greenfield priority areas on the periphery of Christchurch's urban area, and surrounding towns at a rate and in locations that meet anticipated demand and enables the efficient provision and use of network infrastructure;
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;
6. Managing rural residential development outside of existing urban and priority areas; and
7. Providing for development opportunities on Māori Reserves.

Policy 6.3.1 Development within the Greater Christchurch area

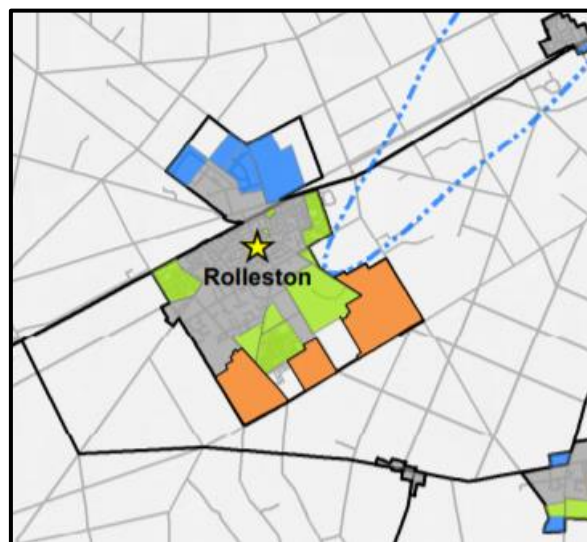
In relation to recovery and rebuilding for Greater Christchurch:

1. give effect to the urban form identified in Map A, which identifies the location and extent of urban development that will support recovery, rebuilding and planning for future growth and infrastructure delivery;
2. give effect to the urban form identified in Map A (page 6-27) by identifying the location and extent of the indicated Key Activity Centres;
3. enable development of existing urban areas and greenfield priority areas, including intensification in appropriate locations, where it supports the recovery of Greater Christchurch;
4. ensure new urban activities only occur within existing urban areas or identified greenfield priority areas as shown on Map A, unless they are otherwise expressly provided for in the CRPS;
5. provide for educational facilities in rural areas in limited circumstances where no other practicable options exist within an urban area;
6. provide for a metropolitan recreation facility at 466-482 Yaldhurst Road; and
7. avoid development that adversely affects the function and viability of, or public investment in, the Central City and Key Activity Centres.

Assessment Objective 6.2.2 and Policy 6.3.1:

This objective and policy are highly relevant as they set the scene for moving on from the rebuilding and recovery as they seek to achieve an urban form and settlement pattern that not only provides sufficient land for the recovery but also wants this to set a foundation for future growth. To date this has been signalled by identification of Projected Infrastructure Boundary on Map A. This boundary provides a logical and clear eastern boundary for the growth of Rolleston through to Selwyn Road and has been adopted for the proposed rezoning as it follows through to this outer boundary.

The Selwyn Housing Accord identified a lack of capacity within Rolleston for existing and anticipated demand for housing. This lack of capacity has resulted in two major changes in the statutory planning framework relating to Rolleston. Firstly, Central Government have added two areas to Schedule 1 of the Housing Accord and Special Housing Areas Act, namely Faringdon South and Acland Park (refer grey areas between the orange Future Development Areas in the plan below). This has allowed these areas to be developed for urban purposes and in particular housing purposes. Secondly, this capacity issue has been recognised and identified at regional level in the report *Our Space, 2018-2048 - Greater Christchurch Settlement Pattern Update* prepared by the Greater Christchurch Partnership. Of greater significance is the identification of three "Future development area" (shown in orange in the plan below adjoining Selwyn Road) for inclusion into Map A and Chapter 6 through a change to the CRPS. The central and south-eastern Future Development Areas are the two areas proposed for rezoning.



While the proposed plan change does not give effect to the current version of Map A, it will do so as soon as the proposed change to the Canterbury Regional Policy Statement is processed. The Plan Change has been requested at this stage to avoid a delay in proceeding with development of these areas i.e. it will enable these areas to be developed as soon as Map A is formally amended.

With regard to various relevant criteria listed in Objective 6.2.2 there is sufficient infrastructure capacity to provide for development of Faringdon South West and South East sites and outline development areas plans have been prepared in accordance with the specified minimum density of 12 household per hectare.

The lack of consistency of the requested Plan Change with the current version of Map A is a function of timing. However, as the areas proposed to be rezoned will not be developed prior to Map A being formally amended to include these blocks, it is considered that the proposal will give effect to Objective 6.2.2 and Policy 6.3.1 of the CRPS.

Objective 6.2.3 Sustainability

Recovery and rebuilding is undertaken in Greater Christchurch that:

1. provides for quality living environments incorporating good urban design;
2. retains identified areas of special amenity and historic heritage value;
3. retains values of importance to Tāngata Whenua;
4. provides a range of densities and uses; and
5. is healthy, environmentally sustainable, functionally efficient, and prosperous

Assessment Objective 6.2.3:

The Assessment of Environmental Effects in the Plan Change Request document addresses the matters of good urban design, densities and uses and the adoption of sustainable infrastructure services. It is assessed that implementation of the requested Plan Change will give effect to this Objective.

6.2.4 Integration of transport infrastructure and land use

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:

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 and public transport modes;
5. optimising use of existing capacity within the network; and
6. enhancing transport safety.

Assessment Policy 6.2.4:

Although this policy is not directly relevant to the Plan Change request, it is worth noting that the two development areas will provide further connections within current the urban areas.

6.3.2 Development form and urban design

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 below, and those of the NZ Urban Design Protocol 2005, to the extent appropriate to the context:

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 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, historic 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 development.
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
4. Safety – recognition and incorporation of Crime Prevention Through Environmental Design (CPTED) principles in the layout and design of developments, networks and spaces to ensure safe, comfortable and attractive places.
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.
6. Environmentally sustainable design – ensuring that the process of design and development minimises water and resource use, restores ecosystems, safeguards mauri and maximises passive solar gain.
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.

6.3.3 Development in accordance with outline development plans

Development in greenfield priority areas and 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 must not proceed ahead of the incorporation of an outline development plan in a district plan. Outline development plans and associated rules will:

1. Be prepared as:
 - a. a single plan for the whole of the priority area; or
 - 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 plan; or
 - c. a single plan for the whole of a rural residential area; and
2. Be prepared in accordance with the matters set out in [Policy 6.3.2](#);
3. To the extent relevant show proposed land uses including:
 - 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 and public transport routes both within and adjoining the area to be developed;
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 any staging;
 5. Identify significant cultural, natural or historic heritage features and values, and show how they are to be protected and/or enhanced;
 6. Document the infrastructure required, when it will be required and how it will be funded;
 7. Set out the staging and co-ordination of subdivision and development between landowners;
 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;
 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;
 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;
 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
 12. Include any other information that is relevant to an understanding of the development and its proposed zoning.

Assessment Policy 6.3.2 and 6.3.3

The urban design approach and elements detailed in the outline development plans for Faringdon South East and South West have been assessed in Section 6 and Appendix C of the AEE accompanying the Plan Change request. This assessment concludes that areas to be rezoned will be achieve a high level of amenity and efficiency for residents and for the neighbourhood and accordingly it is considered that the Plan Change will give effect to policies 6.3.2 and 6.3.3.

6.3.4 Transport effectiveness

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:

1. avoiding development that will overload strategic freight routes;
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;
3. providing opportunities for travel demand management;
4. requiring integrated transport assessment for substantial developments; and
5. improving road user safety.

Assessment of Policy 6.3.4

The location of these new residential areas is such that they can make use of the current arterial routes to the key activity centre at Rolleston which is currently undergoing expansion to serve the growing population. The location also connects well to routes to the east such as Lincoln (bus service uses the Springston Rolleston Road), existing routes to Prebbleton and Christchurch and to the Christchurch Southern Motorway stage 2 with associated overbridges to provide quicker and more efficient routes between Christchurch and Rolleston. The changes are also anticipated to improve safety by reducing the number of vehicles using roads crossing main routes. While not directly served with public transport, it is expected that improved services will follow population growth of the town. Overall it is considered that the Plan Change is consistent with this policy.

Policy 6.3.5 Integration of land use and infrastructure

Recovery of Greater Christchurch is to be assisted by the integration of land use development with infrastructure by:

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 are co-ordinated with the development, funding, implementation and operation of transport and other infrastructure in order to:
 - 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 and planned 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 efficient operation, use, development, appropriate upgrading and safety of existing strategic infrastructure, including by avoiding noise sensitive activities within the 50dBA Ldn airport noise contour for Christchurch International Airport, unless the activity is within an existing residentially zoned urban area, residential greenfield area identified for Kaiapoi, or residential greenfield priority area identified in Map A (page 6-28); and
- 5. Managing the effects of land use activities on infrastructure, including avoiding activities that have the potential to limit the efficient and effective, provision, operation, maintenance or upgrade of strategic infrastructure and freight hubs.

Assessment of Policy 6.3.5

The factors and outcomes sought in Policy 6.3.5 have formed the basis for identification of growth areas with Greater Christchurch. To date these growth areas have been in the general area of the proposed rezonings at Rolleston but have not extended through to Selwyn Road. In addition, two significant areas have recently been developed under the Special Housing legislation. The efficient use and development of infrastructure was a key determinant in choosing these areas. The servicing of the proposed new areas is addressed in the Plan Change request. It concludes that the proposed areas will make efficient use of existing infrastructure including the new sewer pump station on the corner of Selwyn Road and Springston Rolleston Road and the recently modified layout of this intersection. Water supply can be efficiently connected and stormwater treated and disposed of within the development sites. On this basis it is concluded that the proposal gives effect to this policy.

6.3.7 Residential location, yield and intensification

- 1. In relation to residential development opportunities in Greater Christchurch:
- 2. Subject to Policy 5.3.4, residential greenfield priority area development shall occur in accordance with Map A. These areas are sufficient for both growth and residential relocation through to 2028.
- 3. Intensification in urban areas of Greater Christchurch is to be focused around the Central City, Key Activity Centres and neighbourhood centres commensurate with their scale and function, core public transport routes, mixed-use areas, and on suitable brownfield land.
- 4. Intensification developments and development in greenfield priority areas shall achieve at least the following residential net densities averaged over the whole of an ODP area (except where subject to an existing operative ODP with specific density provisions):
- 5. 10 household units per hectare in greenfield areas in Selwyn and Waimakariri District;
- 6. 15 household units per hectare in greenfield areas in Christchurch City;
- 7. Intensification development within Christchurch City to achieve an average of:
- 8. 50 household units per hectare for intensification development within the Central City;
- 9. 30 household units per hectare for intensification development elsewhere.
- 10. Provision will be made in district plans for comprehensive development across multiple or amalgamated sites.
- 11. Housing affordability is to be addressed by providing sufficient intensification and greenfield priority area land to meet housing demand during the recovery period, enabling brownfield development and providing for a range of lot sizes, densities and appropriate development controls that support more intensive developments such as mixed use developments, apartments, townhouses and terraced housing.

Assessment of Policy 6.3.7

Policy 6.3.7 is similar to **Objective 6.2.1** Recovery Framework, **Objective 6.2.2** Urban Form and settlement pattern and **Policy 6.3.1** Development with the Greater Christchurch Area, all of which seek that urban growth occur within identified greenfield priority areas which are specified on Map A in Chapter 6 of the CRPS. As referred to in the assessment of these policies the greenfield areas identified on Map A were developed on the primary basis of anticipated demand created by the recovery and rebuilding process following the Canterbury earthquakes. While these were stated to apply through to 2028, recent analysis of population growth and take-up of land for new housing has shown that the growth requirements were underestimated and land availability overestimated.

Following from this recent analysis there has been an Update of the Urban Development Strategy which is contained in the report "Our Space 2018-2018 – Greater Christchurch Settlement Pattern Update". The Update provides for residential development out to the Projected Infrastructure Boundary identified in Map A contained in Chapter 6 of the CRPS. In Rolleston the eastern extent of the Projected Infrastructure Boundary is Selwyn Road. The land proposed to be rezoned Living Z in this Plan Change sits west of Selwyn Road and is within the Projected Infrastructure Boundary thereby satisfying and implementing the Updated settlement pattern. Implementation of this updated settlement pattern is to be by way of a

formal change to Chapter 6 of the Canterbury Regional Policy Statement which is to be achieved through a Streamlined Planning Process provided for in Part 5 of Schedule 1 of the RMA.

As mentioned it is considered that the objectives and policies in the current Chapter 6 need to be applied and evaluated recognizing that housing needs of Greater Christchurch have moved on from responding to the impacts of the earthquakes. In particular there is a demand for residential land for housing simply created by natural growth in the population, particular the cohort associated with buying their first home. To meet this demand in an efficient manner and to avoid causing the price of new housing to increase beyond normal levels there needs to be provision to meet this demand. Providing for this demand is going to be achieved by an amendment to Chapter 6 of the CRPS providing for new future development.

With regard to various relevant criteria listed in Policy 6.3.7 there is sufficient infrastructure capacity to provide for development of Faringdon South West and South East sites and outline development areas plans have been prepared in accordance with the specified minimum density of 12 household per hectare. The layout will address housing affordability by providing for a range lot sizes including small lots that enable first home buyers to enter the market. Hughes Developments Ltd have undertaken various comprehensive developments within the various Faringdon neighbourhoods, and provision has been made for the continuation of various medium density products within the proposed ODP's.

While the proposed plan change does not give effect to the current version of Map A, it will do so as soon as the proposed change to the Canterbury Regional Policy Statement is processed. The Plan Change has been requested at this stage to avoid a delay in proceeding with development of these areas i.e. it will enable these areas to be developed as soon as Map A is formally amended. The lack of consistency of the requested Plan Change with the current version of Map A is a function of timing. As the areas proposed to be rezoned will not be developed prior to Map A being formally amended to include these blocks, it is considered that the proposal development provided for by the requested Plan Change will give effect to Policy 6.3.7 of the CRPS.

CHAPTER 9- ECOSYSTEMS AND INDIGENOUS BIODIVERSITY

9.2 OBJECTIVES

9.2.1 Halting the decline of Canterbury's ecosystems and indigenous biodiversity

The decline in the quality and quantity of Canterbury's ecosystems and indigenous biodiversity is halted and their life-supporting capacity and mauri safeguarded

Assessment of Objective 9.2.1

There is no indigenous biodiversity of any particular value on the sites proposed to be rezoned.

CHAPTER 11- NATURAL HAZARDS

1.2 OBJECTIVES

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

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.

Assessment of Objective 11.2.1

There are no known natural hazards that could impact on the sites proposed to be rezoned.

CHAPTER 12- LANDSCAPE

2.2 OBJECTIVES

12.2.1 Identification and protection of outstanding natural features and landscapes

Outstanding natural features and landscapes within the Canterbury region are identified and their values are specifically recognised and protected from inappropriate subdivision, use, and development.

12.2.2 Identification and management of other landscapes

The identification and management of other important landscapes that are not outstanding natural landscapes. Other important landscapes may include:

1. natural character
2. amenity
3. historic and cultural heritage

Assessment of Objectives 12.2.1 and 12.2.2

There are no outstanding natural landscapes or features or other amenity landscapes that could be impacted by development on the sites proposed to be rezoned.

CHAPTER 15- SOILS

15.2 OBJECTIVES

15.2.1 Maintenance of soil quality

Maintenance and improvement of the quality of Canterbury's soil to safeguard their mauri, their life supporting capacity, their health and their productive capacity.

15.3 POLICIES

15.3.1 Avoid remedy or mitigate soil degradation

In relation to soil:

1. to ensure that land-uses and land management practices avoid significant long-term adverse effects on soil quality, and to remedy or mitigate significant soil degradation where it has occurred, or is occurring; and
2. to promote land-use practices that maintain and improve soil quality.

15.3.2 Avoid and remedy significant induced soil erosion

To avoid significant new induced soil erosion resulting from the use of land and as far as practicable remedy or mitigate significant induced soil erosion where it has occurred. Particular focus is to be given to the desirability of maintaining vegetative cover on non-arable land.

Assessment of Objective 15.2.1 and Policies 15.3.1 and 15.3.2

This objective and policies relates to the quality of soil and potential impacts on this quality by land management practices associated with activities such as intensive farming. It is not therefore relevant to the proposed rezoning.

CHAPTER 17- CONTAMINATED LAND

17.2 OBJECTIVES

17.2.1 Protection from adverse effects of contaminated land

Protection of people and the environment from both on-site and off-site adverse effects of contaminated land.

7.3 POLICIES

17.3.1 Identify potentially contaminated land

To seek to identify all land in the region that was historically, or is presently, being used for an activity that has, or could have, resulted in the contamination of that land, and where appropriate, verify the existence and nature of contamination.

17.3.2 Development of, or discharge from contaminated land

In relation to actually or potentially contaminated land, where new subdivision, use or development is proposed on that land, or where there is a discharge of the contaminant from that land:

1. a site investigation is to be undertaken to determine the nature and extent of any contamination; and
2. if it is found that the land is contaminated, except as provided for in Policy 17.3.3, the actual or potential adverse effects of that contamination, or discharges from the contaminated land shall be avoided, remedied or mitigated in a manner that does not lead to further significant adverse effects.

Assessment of Objective 17.2.1 and Policies 17.3.1 and 17.3.2

Investigations involving site histories and walkovers of the site generally found that activities on site have resulted in no soil contamination with only localised small burn sites and waste sites, chemicals stored in farm buildings and the potential for asbestos associated with cladding of existing buildings. This minor level of contamination can be simply managed and removed at the time of development. The proposal therefore satisfies this objective and policies.

