

Appendix 13: Application for Private Plan Change - Trices Road: Assessment of Canterbury Regional Policy Statement Objectives and Policies including Proposed Change 1 (changes underlined and in bold)

Note: 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

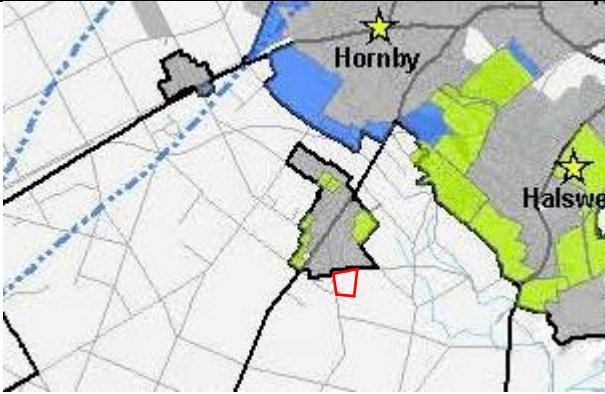
Chapter 16 - Energy

Chapter 18 - Hazardous Substances

Chapter 19 - Waste Minimisation and Management

Objective/Policy	Assessment
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;	The Site is on the southern edge of Prebbleton, and adjoining the proposed Birchs Road reserve. It's location will achieve consolidated, well designed and sustainable growth in and around the existing Prebbleton urban area. It is a logical extension of a well-established township that has undergone significant planned and managed recent growth that is well designed and connected with the existing urban areas creating sustainable suburban communities. This proposed rezoning and associated provisions including ODP Area 5 Prebbleton will continue that approach. The proposal 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 will serve a current demand and need, i.e. a short to medium term need that, once established, will form part of the housing stock and supply for the benefit of future generations. With respect to the relevant location and design aspects covered in clause 2: 1. There are no areas within the land to be rezoned which have particular or significant natural values, nor is there any significant regional infrastructure. 2. The area being rezoned has as its primary purpose the provision of housing choice for people and communities.

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	3. The land being rezoned, adjoins the proposed Birchs Road reserve, and is conveniently located to the centre of Prebbleton and local facilities and amenities. 4. The land being rezoned is currently used for limited primary production purposes 5. There is no prospect of conflicts between incompatible uses as the Site adjoins urban land used residentially and the Birchs Road reserve.
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	The Integrated Traffic Assessment evaluates the effects of the proposed residential development on the existing roading network. That assessment concludes that the additional traffic arising from the 12 households/ha density can be managed within the existing capacities of the existing road network. The proposal gives rise to no traffic safety issues. The traffic effect of the proposed development is considered to be less than minor and is not of a scale with regional significance. The rezoning will be consistent with Objective 5.3.7.
RECOVERY AND REBUILDING OF GREATER CHRISTCHURCH 6.2 OBJECTIVES 6.2.1 Recovery framework <i>Recovery, rebuilding and development are enabled within Greater Christchurch through a land use and infrastructure framework that:</i> <i>1. identifies priority areas for urban development within Greater Christchurch;</i> <i>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;</i> <i>3. avoids urban development outside of existing urban areas or greenfield priority areas for development, unless expressly provided for in the CRPS;</i> <i>4. protects outstanding natural features and landscapes including those within the Port Hills from inappropriate subdivision, use and development;</i> <i>5. protects and enhances indigenous biodiversity and public space;</i> <i>6. maintains or improves the quantity and quality of water in groundwater aquifers and surface waterbodies, and quality of ambient air;</i> <i>7. maintains the character and amenity of rural areas and settlements;</i>	This Objective is largely given effect to by Map A (reproduced below) of Chapter 6 RPS and Policy 6.3.1. However this Objective is focussed on setting up a recovery framework after the Christchurch earthquakes on the basis of the anticipated demand primarily created by the recovery and rebuilding process immediately following the Canterbury earthquakes. That process is largely complete and the planning issue now is on creating the opportunity to reconsider future needs associated with natural growth in the population and their housing needs. While the proposed rezoning is for a site not consistent with this policy in regard to Map A (Site outlined red on Map A below), being outside the infrastructure boundary, it remains a tenable proposition for rezoning when the National Policy Statement for Urban Development 2020 is addressed (Objective 6c) and Policy 8) and the RPS is reviewed to reflect the new urban growth planning drivers of the NPS-UD 2020.

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. N/A	 The environmental effects assessment included with the plan change application establish that the proposed development is consistent and will not give rise to any concerns with respect to all the matters listed in 4. to 11.
6.2.2 Urban form and settlement pattern <i>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:</i> 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 in larger neighbourhood centres, and in greenfield priority areas, <u>Future Development Areas</u> 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 <u>and of land within Future Development Areas where the circumstances set out in Policy 6.3.12 are met</u> on the periphery of Christchurch's urban area, and surrounding towns at a rate and in locations that meet anticipated demand and	The Site forms a logical extension to Prebbleton and will provide a compact and consolidated urban form for the town, linking the existing urban area with the Birchs Road Reserve. The Proposed Selwyn District Plan only identifies two development areas at Prebbleton to cater for known and future urban growth (these are existing Map A greenfield priority areas) so to that extent the Site is unplanned but is consistent with the Policy intent of the NPS-UD 2020 Policy 8 where Councils are expected to be responsive to plan change requests that would contribute to well-functioning urban environments and supply significant additional capacity – even if the development capacity is unanticipated by RMA planning documents as it is here. The only proposed Future Development Area on Selwyn is at South Rolleston. Additional capacity to match the needs for housing over the 10 year life of the District Plan will provide a necessary foundation to enable future growth. The Trices Road proposal will better enable the intent of subclause 5 of the Policy in encouraging sustainable and self-sufficient growth of Prebbleton. The Site will meet a minimum density of 12 households per ha which is considerably higher than the existing dwelling density at Prebbleton (10 hh/ha for LZ areas and less for other existing urban areas). Development will include medium density and will contribute to a greater range of housing types at Prebbleton. The Council has confirmed that there is infrastructure capacity to service the proposal at urban residential standards.

<i>enables the efficient provision and use of network infrastructure;</i> 5. <i>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;</i> 6. <i>N/A Rural Residential</i> 7. <i>N/A Maori Reserves</i>	
6.2.3 Sustainability <i>Recovery and rebuilding is undertaken in Greater Christchurch that:</i> <i>provides for quality living environments incorporating good urban design;</i> <i>retains identified areas of special amenity and historic heritage value;</i> <i>retains values of importance to Tāngata Whenua;</i> <i>provides a range of densities and uses; and</i> <i>is healthy, environmentally sustainable, functionally efficient, and prosperous.</i>	The Assessment of Environmental Effects addresses the matters of good urban design, densities and uses and the adoption of sustainable infrastructure services consistent with this objective. The proposal is underpinned by good urban design reflected in and managed by ODP Area 5 Prebbleton to create quality living environments that will be functionally efficient with linkage and road access in to the existing urban fabric of Prebbleton. Areas of existing special amenity to be retained (as shown on ODP Area 5) are existing mature landscaping along the majority of the Birchs Rd site frontage, and an existing grove of mature mixed specimen trees and shrubs, to become a small neighbourhood reserve.
6.2.4 Integration of transport infrastructure and land use <i>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:</i> <i>managing network congestion;</i> <i>reducing dependency on private motor vehicles;</i> <i>reducing emission of contaminants to air and energy use;</i> <i>promoting the use of active and public transport modes;</i> <i>optimising use of existing capacity within the network; and</i> <i>enhancing transport safety.</i>	The Integrated Traffic Assessment demonstrates that the Site will be designed to satisfy the requirements of this Policy and this is confirmed by the urban structural elements on the ODP. The Site is located close to the existing Prebbleton township and its compact urban form serves to minimise distances between homes and work/play options. Design and provision of movement corridors and linkages create opportunities other than for vehicles getting around thus contributing positively to reducing greenhouse gas emissions. The Site is also located close to existing public transport routes.
6.3 POLICIES 6.3.1 Development within the Greater Christchurch area <i>In relation to recovery and rebuilding for Greater Christchurch:</i>	Map A was prepared to provide a focus for priority development as part of the earthquake recovery phase. That is now past.

1. <i>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;</i> 2. <i>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;</i> 3. <i>enable development of existing urban areas and greenfield priority areas, including intensification in appropriate locations, where it supports the recovery of Greater Christchurch;</i> 4. <i>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;</i> 5. <i>N/A educational facilities in rural areas</i> 6. <i>N/A metropolitan recreation facility and</i> 7. <i>avoid development that adversely affects the function and viability of, or public investment in, the Central City and Key Activity Centres.</i>	The lack of consistency of the requested Plan Change with the current version of Map A is a function of timing. It is quite moot as to the priority areas needed to meet present and foreseeable future housing demand in general in Greater Christchurch, and in Prebbleton. A Change to the RPS is anticipated to include Future Development Areas (indicative only, but only providing for additional growth at Rolleston) as proposed in Our Space, but also to address the new NPS-UD 2020 which may require a revisit of the FDAs. A full review is scheduled for 2023. However, decisions are required now and should not be fettered by a planning control that has served its purpose but is not addressing the urban growth needs of Greater Christchurch for the period 2020-2030 (the statutory life of the District Plan). Whilst the RPS greenfield priority areas are for the period up to 2028, and the housing targets for the period 2018-2048, they are clearly woefully inadequate to meet housing demand at Prebbleton. The Economic Assessment is that there is only one year's worth of housing land capacity left at Prebbleton at the current rate of building. The Site is not in a random, remote greenfields location that would challenge the integrity and consistency of the present RPS policy of favouring outward growth around existing urban areas where that growth contributes to compact and consolidated urban forms, and where appropriate connectivity to existing areas can be developed. The proposal can be seen as implementing Policy 8 NPS-UD 2020 and is now a live proposition to avoid a delay in meeting housing demand at Prebbleton. Not moving now in to the statutory re-zone process will create a delay of a minimum of two years from when the District Plan is made operative. If that happens then there will be a severe shortage of development land at Prebbleton, which will in turn exacerbate housing pressure including on price of land and houses.
6.3.2 Development form and urban design <i>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:</i> 1. <i>Tūrangawaewae – the sense of place and belonging – recognition and incorporation of</i>	The Urban Design statement for the proposal demonstrates how good urban design underpins the development concept in ODP Area 5. Items 1 – 7 have been assessed in detail in the AEE accompanying the application and the appendices – particularly the urban design assessment located at Appendix 2. The assessment of environmental effects concludes that the Site to be rezoned will achieve a

<i>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.</i> <i>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.</i> <i>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</i> <i>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.</i> <i>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.</i> <i>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.</i> <i>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.</i>	high level of amenity and efficiency for residents and for the neighbourhood. The submission is consistent with, and will give effect to, the outcomes sought by this Policy.
6.3.3 Development in accordance with Outline Development Plans <i>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</i>	The development will be managed through a development plan. The proposal is consistent with, and will give effect to, the outcomes sought by this Policy.

<i>plan in a district plan. Outline development plans and associated rules will: (list of specific matters)</i>	
6.3.4 Transport effectiveness <i>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:</i> 1. <i>avoiding development that will overload strategic freight routes;</i> 2. <i>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;</i> 3. <i>providing opportunities for travel demand management;</i> 4. <i>requiring integrated transport assessment for substantial developments; and</i> 5. <i>improving road user safety.</i>	The Integrated Traffic Assessment confirms how the Site will knit in to the existing arterial and local roading network and the effects of those connections. Birchs Road provides direct connection to the town centre where connections to the public bus services are possible. The proposed rezoning is consistent with, and will give effect to, the outcomes sought by this Policy.
6.3.5 Integration of land use and infrastructure <i>Recovery of Greater Christchurch is to be assisted by the integration of land use development with infrastructure by:</i> 1. <i>Identifying priority areas for development to enable reliable forward planning for infrastructure development and delivery;</i> 2. <i>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:</i> a. <i>optimise the efficient and affordable provision of both the development and the infrastructure;</i> b. <i>maintain or enhance the operational effectiveness, viability and safety of existing and planned infrastructure;</i> c. <i>protect investment in existing and planned infrastructure; and</i> d. <i>ensure new development does not occur until provision for appropriate infrastructure is in place;</i> 3. <i>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;</i>	The factors and outcomes sought in Policy 6.3.5 have formed the basis for identification of growth areas with Greater Christchurch as reflected in Map A and the setting of the infrastructure boundary. The servicing of the proposed development area is addressed in the Servicing Report. It concludes that the proposed areas will make efficient use of existing infrastructure and confirms discussions held with Council Services staff. The proposal gives effect to this Policy.

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.	
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, and 6.3.12 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.	See assessment for Policy 6.3.1. 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. This has been addressed in the update to 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. Even that update has not kept pace with recent housing and urban land demand. The objectives and policies of Chapter 6 RPS do not recognise 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 created primarily now by natural growth in the population, particularly for those people buying their first home or seeking to re-settle in Greater Christchurch generally. Planning instruments have not responded in a timely way to this demand in an efficient manner and there is evidence that that situation is causing the price of land and new housing to increase beyond historical levels. Planning for this demand can be by way of changes to, and review of, the RPS and District Plans or legitimately by way of Private Plan changes and submissions on the

10. <i>Provision will be made in district plans for comprehensive development across multiple or amalgamated sites.</i> 11. <i>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.</i>	Proposed District Plan. Private initiatives provide opportunities for planning responses to provide timely planning interventions to help meet the changed circumstances driving demand for urban and housing. Private requests are generally a much faster and therefore more responsive process. The PSDP does not add any additional housing areas to those provided on Map A, so seriously 'underzones' for what is required to meet housing needs over the life of the SPDP. The approach appears to be to rely on submissions to address the shortfall. The yield of about 12hh/ha satisfies the criteria of Policy 6.3.7.
6.3.9 Rural residential development <i>In Greater Christchurch, rural residential development further to areas already zoned in district plans as at 31 January 2013 can only be provided for by territorial authorities in accordance with an adopted rural residential development strategy prepare in accordance with the Local Government Act 2002, subject to the following:</i> 1. <i>In the case of Christchurch City, no further rural residential development is to be provided for within the Christchurch City area;</i> 2. <i>The location must be outside the greenfield priority areas for development and existing urban areas;</i> 3. <i>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;</i> 4. <i>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 1989;</i> 5. <i>The location and design of any proposed rural residential area shall:</i> a. <i>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, wellbeing and amenity of people;</i> b. <i>Avoid the groundwater protection zone for Christchurch City's drinking water;</i>	The proposed 2.8ha L3 zone along the Birchs and Hamptons Road corner of the Site meets all of the criteria listed in Policy 6.3.9.

c. Avoid land between the primary and secondary stopbanks south of the Waimakariri River; d. Avoid land required to protect the landscape character of the Port Hills; e. Not compromise the operational capacity of the Burnham Military Camp, West Melton 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 hazards 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, wahi tapu and wahi taonga of Ngai Tahu k. Where adjacent or in close proximity to an existing urban or rural residential area be integrated into or consolidate with the existing settlement; and l. Avoid adverse effects on existing surface water quality	
<u>6.3.12 Future Development Areas</u> <u>Enable urban development in the Future Development Areas identified on Map A, in the following circumstances:</u> 1. <u>It is demonstrated through monitoring of housing and business development capacity and sufficiency carried out collaboratively by the Greater Christchurch Partnership or relevant local authorities, that there is a need to provide further feasible development capacity through the zoning of additional land in a district plan to address a shortfall in the sufficiency of feasible residential development capacity to meet medium term targets set out in Objective 6.2.1a; and</u> 2. <u>The development would promote the efficient use of urban land and support the pattern of settlement and principles for further urban growth set out in Objectives 6.2.1 and 6.2.2 and related policies including by:</u> a. <u>Providing opportunities for higher density living environments, including</u>	The PC72 site is outside the proposed Selwyn Future Development Area which is at South Rolleston. SDC revised its Housing and Business Land Capacity Assessment in December 2020. This identified a medium term (next 10 years) shortfall of development land for 2737 households, and long term (next 30 years) shortfall for 18 337 households. PC72 will yield appx 297sites, and go some way towards meeting those shortfalls. In any case, these targets are minimums not maximums and additional supply is anticipated by the NPS-UD where it will contribute to well functioning urban environments and add significant additional capacity – as is the case with PC72. The PC72 meets all of the criteria set out in 6.3.12 2-6.

<u>appropriate mixed use development, and housing choices that meet needs of people and communities for a range of dwelling types; and</u> <u>b. Enabling the efficient provision and use of network infrastructure; and</u> <u>3. The timing and sequencing of development is appropriately aligned with the provision and protection of infrastructure, in accordance with Objectives 6.2.4 and Policies 6.3.4 and 6.3.5; and</u> <u>4. The development would occur in accordance with an outline development plan and the requirements of Policy 6.3.3; and</u> <u>5. The circumstances set out in Policy 6.3.11(5) are met; and</u> <u>6. The effects of natural hazards are avoided or appropriately mitigated in accordance with the objectives and policies set out in Chapter 11.</u>	
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	There is no indigenous biodiversity of any particular value on the Site proposed to be rezoned although the Site is located within the PDP ecosystems and indigenous biodiversity overlay – Canterbury Plains Area. This overlay seeks, primarily to retain indigenous vegetation. Due to historic land use there is no indigenous vegetation present on the Site.
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.	Parts of the Site (potential flood channels) are within the SPRDP Plains Flood Management Area. All dwellings will have an appropriate floor level above the 200 year Average Return Interval (ARI) design flood level, as required by the SPRDP rules. The geotechnical assessment shows no issues with liquefaction. It concluded that <i>...it is unlikely that liquefaction induced ground deformation could occur within the area in response to a large earthquake event, and that the ground settlements within the area in response to seismic loading should be considered to be "within normally accepted tolerances" as defined by the MBIE December 2012 guidance document. The site is, in general, considered suitable for its intended use...</i>
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	There are no outstanding natural landscapes or features or other amenity landscapes that could be impacted by development of the Site.

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	
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.	This objective and its policies relate 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 for urban and residential purposes.
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	The Preliminary Site Investigation drew on site histories and walkovers of the site. The findings were that, generally, historical activities on the 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.

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.	
---	--