

Appendix 18: Assessment of Proposed Selwyn District Plan Objectives and Policies

Under Schedule 4, Clause 2(g) of the RMA, the following is an assessment of the proposed plan change against the relevant objectives and policies of the Proposed Selwyn District Plan:

Part 2 – District Wide Matters

Compact and Sustainable Township Network – SD-UFD-01

Urban growth is located only in or around existing townships and in a compact and sustainable form that aligns with its anticipated role in the Township Network, while responding to the community's needs, natural landforms, cultural values, and physical features.

The application site is located adjoining the southern extent of the existing township of Prebbleton and immediately opposite the Birchs Road Reserve. Given the constraints to the future expansion of Prebbleton and the location of the reserve, it is considered the application site provides a sustainable form, utilizing existing road and multimodal connections to the centre of Prebbleton. Prebbleton is identified as a Service Township with its function based on providing a high amenity residential environment and primary services to Rural Townships and surrounding rural area. The proposal is considered to be consistent with this objective.

Urban Growth and Development – SD-UFD-02

There is sufficient feasible development capacity to meet anticipated demands for housing and business activities.

The development capacity of Selwyn overall has been reassessed and a significant long-term shortfall has been identified of approximately 10,000 units. The proposed plan change will allow between 600 and 1,500 residential allotments to be provided in future. The proposal will assist in achieving this objective.

Integration of Land Use and Infrastructure – SD-UFD-03

Urban growth and development:

- 1. is well-integrated with the efficient provision, including the timing and funding, of infrastructure; and*
- 2. has the ability to manage or respond to the effects of climate change.*

The application site will be integrated with existing roading and community facilities infrastructure and can be serviced through extension of existing reticulated services. The application site is not coastal and the Flood Hazard Assessment provided from Environment Canterbury confirms Finished Floor Levels can be provided sufficient to address future flood risk associated with climate change, identified by the latest flood modelling. The proposal is considered to be consistent with this objective.

Energy and Infrastructure Objectives and Policies

EI-01

Important infrastructure is:

- 1. efficient, effective, and resilient, and*
- 2. provides and distributes essential and secure services as part of local, regional, or national networks, including in emergencies; and*

3. integrates with urban development and land uses throughout the district; and
4. enables people and communities to provide for their wellbeing.

The application site can be serviced in accordance with the above objectives and will provide for the well-being of the future occupiers of the site and the Prebbleton community. The proposal is considered to be consistent with this objective.

EI-02

Important infrastructure is located, designed, and operated to manage adverse effects on the physical and natural environment.

The application site will be fully serviced with reticulated services to ensure any adverse effects on the physical and natural environment are managed appropriately. The proposal is considered consistent with this objective.

EI-03

The operation and security of important infrastructure is not compromised by other activities.

The proposal has been assessed to ensure important infrastructure required to service the site has capacity and will not be compromised. The proposal is considered to be consistent with this objective.

Reverse Sensitivity

EI-P6

Avoid incompatible activities that may affect the efficient operation, maintenance, repair, upgrading, renewal, or development of important infrastructure and renewable electricity generation unless the activity is located:

1. at a distance or in a position that does not adversely affect the important infrastructure or renewable electricity generation activity; and
2. in a position that does not obstruct access to important infrastructure as required for maintenance, upgrading, or emergency purposes.

Initial consultation has been undertaken with Transpower and a 20 m buffer provided from the centre of the lines and a 26 m buffer from the centre of the tower structure. The property on which the powerlines are located is no longer included as part of the application site, therefore residential use will be avoided in close proximity to this infrastructure.

TRAN-Objectives and Policies

TRAN-01

People and places are connected through safe, efficient, and convenient land transport corridors and land transport infrastructure which is well integrated with land use activities and subdivision development.

A high level of connectivity is proposed within the application site and with the existing multimodal networks particularly the active and public transport links on Birchs Road to the township centre, Christchurch and Lincoln.

TRAN-02

Land transport corridors and land transport infrastructure are protected from incompatible land use activities and subdivision development.

Birchs Road is identified as a collector road and as stated in the ITA (Appendix 6) it is anticipated the speed limit along this road will reduce to 60km/hr as part of the development of the Birchs Road Reserve (as identified in the Notice of Requirement), which is compatible with residential use.

TRAN-03

Land transport corridors and land transport infrastructure support the needs of people and freight, while ensuring adverse effects on the surrounding environment from their establishment and operation are managed.

As confirmed by the ITA the proposal will continue to support land transport infrastructure without adversely affecting its safe and efficient operation.

TRAN-P1

The safety and efficiency of the District's land transport network and systems are enabled through integrated land use and subdivision development that:

1. *Manages the levels of service, formation standards and the types of land transport corridors and land transport infrastructure, including through the network road classifications and compliance with the design and operational standards;*
2. *Provides land transport infrastructure that is consistent with the form, function, and character of each zone;*
3. *Ensures there is enough space within land transport corridors to support the efficient and effective operation of network utilities;*
4. *Provides for the safe and efficient movement and operation of emergency services; and*
5. *Recognises cross-boundary connections with adjoining districts.*

The proposal includes sufficient space for future road design which meets Selwyn District Council's Engineering Code of Practice and will integrate with the existing multimodal networks in Birchs and Hamptons Road and provide connectivity within the ODP area.

TRAN-P2

Manage any extensions to the District's land transport network to ensure it occurs in an integrated way by:

1. *Co-coordinating the timing of land use activities and subdivision development with the availability of capacity in land transport corridors;*
2. *Providing a range of travel modes and ensuring these are integrated, including between walking, cycling, public transport, freight and private vehicle modes; and*
3. *Ensuring land use activities and subdivision development do not foreclose on the opportunity for land transport corridors to meet future land transport needs.*

The ITA (Appendix 6) confirms the proposed development can be accommodated by the existing road network. A range of travel modes are provided for within the site and to the reserve and commercial area of Prebbleton. A bus stop is located at the corner of Hamptons and Birchs Road, greater residential density near this stop could potentially add to the patronage of the existing bus route.

TRAN-P5

Promote a range of transport options to reduce the number of trips and distances travelled in private motor vehicles by:

1. *Encouraging land use activities and subdivision development to include connected walking and cycling networks and access to public transport and public transport facilities, including within and between townships; and*
2. *Managing the design, layout and function of new land transport infrastructure to ensure they integrate with existing and future land transport corridors.*

The proposal provides multimodal connections both within the site and to existing networks on Birchs Road including cycle pedestrian infrastructure and public transport route. The proposal is considered consistent with this policy.

TRAN-P6

Enable safe, multi-modal connections that support walking, cycling, and access to public transport and public transport facilities through land use activities and subdivision development that:

1. Establish levels of service and multi-modal transport options based on the network road classifications, including the provision of strategic level walking and cycling connections where they are identified in Development Plans or ODP;
2. Encourage residential blocks to be small, navigable and convenient to move around through legible, convenient and attractive walking and cycling routes to public transport facilities and between residential areas, business centres, community facilities, recreation space and local services;
3. Manage the number and design of cul de sacs, rear lots and accessways;
4. Provide for the interaction between vehicle access and manoeuvring, loading and parking areas when determining on-site pedestrian and cycling routes; and
5. Align street layouts to maximise views and landscape features to promote attractive streets.

The proposed ODP will guide future subdivision of the site through identification of mid-block connectivity, creating walkable blocks with cul-de-sacs avoided. The provisions of the PSDP for road design and formation will further guide the outcome sought by this policy at the time of subdivision consent. The proposal is considered to be consistent with the above policy.

TRAN-P7

Recognise and protect the function of the District's land transport network and systems by managing land use activities and subdivision development to ensure the safe and efficient movement of people and goods by:

1. Managing adverse effects from activities on land transport corridors and land transport infrastructure, particularly where it may reduce safe and efficient traffic flows within the strategic transport network and links with Christchurch City;
2. Ensuring land transport corridors and land transport infrastructure can support the volume and type of transport movements based on the network road classifications; and
3. Requiring the design, positioning, and maintenance of accessways, corner splays, vehicle crossings, intersections, footpaths, plantings, and signs to ensure appropriate sightline visibility is provided to road users to support safe and efficient vehicle, pedestrian, and cycle movements.

The ITA (Appendix6) has confirmed the application site and proposed residential yield can be accommodated by the existing road network and future upgrades proposed. The proposal is consistent with the above policy.

TRAN-P11

Manage vehicle access, vehicle crossings and manoeuvring areas to maintain the safe and efficient operation of land transport corridors and land transport infrastructure by:

1. Requiring all sites to have access to a road and to ensure that this access is constructed to the appropriate formation standards and is compatible with the network road classification;
2. Avoiding the need to reverse vehicles onto the strategic transport network;
3. Avoiding the establishment of new accessways and vehicle crossings to roads that require access across a rail line; and
4. Minimising the need to reverse onto Collector and Local Roads through the provision of appropriate on-site manoeuvring areas.

The proposed ODP provides for limited roading connections to Birchs and Hamptons Road, allowing future sites established by subdivision to be serviced by internal roads rather than directly from Birchs or Hamptons Road.

Contaminated Land Objectives and Policies

CL-01

Human health and the environment are not compromised by the use of contaminated land.

CL-P1

Require any proposal for subdivision, development, or use of contaminated land or potentially contaminated land to apply a best practice approach to investigate the risks, and either remediate the contamination or manage activities on contaminated land to protect people and the environment.

CL-P2

Use and development of remediated contaminated land does not damage or destroy any containment works, unless comparable or better containment is provided.

A Preliminary Site Investigation (PSI) has been completed for the site and while some areas of contamination were identified, the contaminants identified do not preclude the future residential use of the site. It is considered any contamination on the application site can be addressed at the time of subdivision consent under the provision of the NES for contaminated land and any remediation completed to ensure the site is safe for residential use. The proposal is consistent with this objective and associated policies.

Natural Hazards Objectives and Policies

NH-01

New subdivision, use, and development, other than new important infrastructure and land transport infrastructure:

1. is avoided in areas where the risks from natural hazards to people, property and infrastructure are assessed as being unacceptable; and
2. in all other areas, is undertaken in a manner that ensures that the risks of natural hazards to people, property and infrastructure are appropriately mitigated.

NH-04

The effects of climate change, and its influence on sea levels and the frequency and severity of natural hazards, are recognised and provided for.

NH-P1

Avoid new subdivision, use, or development of land in high hazard areas (except for important infrastructure and land transport infrastructure), unless the subdivision, use or development:

1. is not likely to result in loss of life or serious injuries; and
2. is not likely to suffer significant damage or loss; and
3. is not likely to require new or upgraded hazard mitigation works to mitigate or avoid the natural hazard; and
4. either is:
 - a. not likely to exacerbate the effects of the natural hazard; or
 - b. proposed to be located in a Residential Zone, Commercial Zone or Industrial Zone, in which case the effects of the natural hazard must be avoided or appropriately mitigated.

NH-P3

Restrict new subdivision, use or development of land in areas outside high hazard areas but known to be vulnerable to a natural hazard, unless any potential risk of loss of life or damage to property is adequately mitigated.

NH-P5

When determining if new subdivision, use, or development is appropriate and sustainable in relation to the potential risks from natural hazard events, have particular regard to the effects of climate change.

NH-P10

In areas within the Plains Flood Management Overlay that are not a high hazard area, provide for any new subdivision, use, and development (other than important infrastructure and land transport infrastructure) only where every new residential unit or principal building has an appropriate floor level above the 200 year Average Return Interval (ARI) design flood level.

A Flood Assessment has been provided by Environment Canterbury (Appendix 10) and has identified the majority of the site flood risk can be addressed through the implementation of appropriate Finished Floor Levels as stated by this policy in the PSDP.

NH-P12

Manage earthworks undertaken in the Waimakariri Flood Management Overlay and the Plains Flood Management Overlay to ensure that they do not exacerbate flooding on any other property by displacing or diverting floodwater on surrounding land.

The application site is within the Plains Flood Management Overlay and any future earthworks associated with subdivision of the site can be managed through appropriate conditions of consent and through the proposed rule framework of the PSDP and any regional council consents that may be required at the time of subdivision. It is considered the proposal is consistent with this policy as any effects associated with future earthworks can be managed.

NH-P13

Provide for subdivision on flat land where the liquefaction risk has been appropriately identified and assessed and can be adequately remedied or mitigated.

The liquefaction risk of the application site has been assessed in the Geotechnical Report (Appendix 9) and concludes site is on the boundary of an area where liquefaction assessment is required and an area where damaging liquefaction is unlikely. The report states the technical categories of land could be further defined by further investigation at the time of subdivision to ensure appropriate design.

NH-P18

Restrict subdivision or rezoning within any of the:

1. Greendale Fault Avoidance Overlay; or
2. Fault Investigation Overlay

unless the fault hazard has been appropriately identified and assessed, and the risk can be adequately remedied or mitigated.

NH-P19

Avoid rezoning within the Fault Awareness Overlay unless the fault hazard has been appropriately identified and assessed, and the risk can be adequately remedied or mitigated.

The application site is not within the Greendale Fault Avoidance Overlay, Fault Investigation Overlay or Fault Awareness Overlay.

Ecosystems and Indigenous Biodiversity Objectives and Policies

EIB-01

Indigenous biodiversity within the district is managed through the exercise of kaitiakitanga and stewardship, in order that:

1. Areas of significant indigenous vegetation and significant habitats of indigenous fauna are protected to ensure no net loss of indigenous biodiversity, and
2. Other indigenous biodiversity values are maintained and enhanced, and
3. The restoration and enhancement of areas of indigenous biodiversity is encouraged and supported.

EIB-02

The relationship of Ngāi Tahu whānui, and their customs and traditions, with indigenous biodiversity is recognised and provided for, including through:

1. Facilitation and support for the exercise of kaitiakitanga in relation to indigenous species and habitats; and

2. *Maintenance, enhancement, and restoration of habitats that sustain mahinga kai; and*
3. *Enabling customary use of taonga species.*

The application site is a highly modified environment which has been used for agricultural purposes and does not have any identified areas of indigenous biodiversity or known mahinga kai.

Urban Growth Objectives and Policies

UG-01

Urban growth is provided for in a strategic manner that:

1. *Achieves attractive, pleasant, high quality, and resilient urban environments;*
2. *Maintains and enhances the amenity values and character anticipated within each residential, kainga nohoanga, or business area;*
3. *Recognises and protect identified Heritage Sites, Heritage Settings, and Notable Trees;*
4. *Protects the health and well-being of water bodies, freshwater ecosystems, and receiving environments;*
5. *Provides for the intensification and redevelopment of existing urban sites;*
6. *Integrates with existing residential neighbourhoods, commercial centres, industrial hubs, inland ports, or knowledge areas;*
7. *Is coordinated with available infrastructure and utilities, including land transport infrastructure; and*
8. *Enables people and communities, now and future, to provide for their wellbeing, and their health and safety.*

The application site is considered to be consistent with the above objective as it will provide for a variety of allotment sizes with connectivity provided within the site and to the surrounding areas. The use of the Living MD Prebbleton and Business 1 zoning will enable urban amenity values and amenity to be established and maintained once the site is developed. There are no identified heritage sites, settings or notable trees on the application site. There are no water bodies within the application site and any future servicing will be provided through connection to existing Council services with the exception of stormwater, which can be disposed of to ground on any future allotments or within the site and will be determined at the time of detailed design. The application site is outside of the identified existing urban areas of Prebbleton, although it is noted the township boundaries as reflected in Map A of the CRPS have not been reviewed for over 10 years. The application site is on the current periphery of the established Prebbleton township, however it will be directly opposite an existing Living zone on the opposite side of Hamptons Road and the new Birchs Road Reserve, providing a connection and integration with the existing and future neighbourhoods. As described in the servicing report the application site can be serviced and connected to existing reticulated services, although this will require upgrades and extension to existing wastewater infrastructure and detailed design subject to the approval of Council at the time of subdivision consent. The application site will enable the township of Prebbleton to add to its economic self-sufficiency by providing for a future critical mass of population in the long term. Overall, it is considered the proposed zoning of the application site is generally consistent with the above objective.

UG-02

Townships maintain a consolidated and compact urban form to support:

1. *Accessible, sustainable and resilient residential neighbourhoods, commercial centres, industrial hubs, inland ports, or knowledge areas;*
2. *The role and function of each urban area within the District's Township Network and the economic and social prosperity of the District's commercial centres; and*
3. *The efficient servicing of townships and integration with existing and planned infrastructure.*

The application site is outside of the current recognized township boundaries of Prebbleton, however future expansion of the Prebbleton Township as previously discussed is constrained to the west, north and east. Expansion to the south of the township provides for a consolidated form as it will connect to existing urban areas on the opposite side of Hamptons Road and the new Birchs Road Reserve. The proposed ODP provides for an accessible, sustainable

and resilient neighbourhood, with a variety of allotment sizes, supporting neighbourhood commercial use and multimodal connectivity within and integrated to the township. Expanding the Prebbleton Township to the south, could potentially enable existing fully serviced large lot zoned areas to be provided for infill, also adding to the future residential capacity of the township within the existing urban boundaries. Providing for future population growth will provide certainty and critical mass for the existing commercial centre of Prebbleton and confidence for commercial enterprises to locate within the township. It is considered the proposal is generally consistent with the intent of this objective, although it will represent an expansion of the township boundaries to encompass the new Birchs Road Reserve as well as the application site.

UG-03

There is sufficient feasible housing and sufficient business development capacity within Greater Christchurch to ensure:

- 1. The housing bottom lines are met;*
- 2. A wide range of housing types, sizes, and densities are available to satisfy social and affordability needs and respond to demographic change; and*
- 3. Commercial and industrial growth is supported by a range of working environments and places to locate and operate businesses consistent with the District's Activity Centre Network.*

Recent work completed by the Selwyn District Council has revaluated the sufficient housing capacity of the District and long term (i.e., 2020-2050) there is a shortfall of approximately 10,000 units. Even with the current plan changes currently before Council there is a shortfall of long-term capacity. The proposed rezoning will add to the ranges of housing types, sizes and densities for the township of Prebbleton and will contribute to meeting the anticipated long-term shortfall of housing within Selwyn. The proposal is considered to be consistent with this objective.

UG-P1

Spatially identify new urban growth areas supported by a Development Plan.

The application site is not within an area identified by a Development Plan, although it is noted the Prebbleton Structure Plan has not been updated since 2010 and does not reflect the growth pressures currently being experienced. The proposal is not consistent with this policy – primarily due to the Prebbleton Structure Plan having not been updated.

UG-P2

Provide for the rezoning of land to establish new urban areas within the Urban Growth Overlay.

The application site is not within an Urban Growth Overlay identified in the PSDP and therefore this policy is not applicable. It is noted there are only three such areas identified for Prebbleton. Two of these areas are identified in the Rural Residential Strategy (areas #8 and #9) and identified for low density rural residential activity (1-2 households per hectare), rather than urban density residential use. Area #8 is subject to Private Plan Change #73 to enable residential use at an urban rather than rural density. The third Urban Growth Overlay area identified for Prebbleton is a portion of the application area associated with Private Plan Change #68. If the rezoning of the application site is successful, rather than being identified within the Urban Growth Overlay of the PSDP it will be sought to have the General Residential Zone applied.

UG-P3

Avoid the zoning of land to establish any new urban areas or extensions to any township boundary in the Greater Christchurch area of the District outside the Urban Growth Overlay.

The proposal seeks to establish an expansion of the Prebbleton township boundary and the application site is not within one of the three Urban Growth Overlay areas for Prebbleton. For the reasons set out above, the proposal is not consistent with this policy.

UG-P4

Manage the zoning of land to establish any new urban areas or extensions to any township boundary outside the Greater Christchurch area of the District outside the Urban Growth Overlay, where it maintains a consolidated and compact urban form.

The proposal seeks to establish an extension to the Prebbleton township boundary, is outside of the Greater Christchurch area (defined as the area shown on Map A of Chapter 6 of the CRPS) and outside of the Urban Growth Overlay. Given the location of the Birchs Road Reserve and the constraints to the future growth of Prebbleton to the north, west and east it is considered the application site provides expansion to the township boundary in a consolidated manner.

UG-P7

Any new urban areas shall deliver the following urban form and scale outcomes:

- 1. Township boundaries maintain a consolidated and compact urban form;*
- 2. The form and scale of new urban areas support the settlements role and function within the District's Township Network;*
- 3. The natural features, physical forms, opportunities, and constraints that characterise the context of individual locations are identified and addressed to achieve appropriate land use and subdivision outcomes, including where these considerations are identified in any relevant Development Plans; and*
- 4. The extension of township boundaries along any strategic transport network is discouraged where there are more appropriate alternative locations available.*

The proposal requires an expansion to the Prebbleton township boundaries as currently identified in the Canterbury Regional Policy Statement, Prebbleton Structure Plan, Operative Selwyn District Plan and the PSDP. The application site provides a connection between the existing established urban area of Prebbleton and the Birchs Road Reserve, providing for a compact urban form which encompasses the new reserve into the township rather than outside of it. The form and scale of the proposed urban area is considered consistent with Prebbleton's function as a Service Township providing a high amenity residential environment, through internal and external connectivity and a variety of allotment sizes, which in turn enables a variety of housing typologies. The ODP has provided for the specific context of the application site providing intersections with the existing road network in the safest locations, providing internal connections rather than access directly to either Birchs Road or Hamptons Road. In addition, the power infrastructure within the site has been recognized and residential use avoided in these areas. Strategic Transport Network is defined in the PSDP as State Highways and Arterial Roads, it is noted under the PSDP Birchs Road is identified as a Collector Road and therefore expansion along this road is not contrary to this policy.

UG-P8

Avoid the following locations and areas when zoning land to extend township boundaries to establish new urban areas:

- 1. Sites and Areas of Significance to Māori;*
- 2. Significant Natural Areas;*
- 3. Outstanding Natural Landscapes and Visual Amenity Landscapes; and*
- 4. High Hazard Areas.*

The application site does not contain any known sites or areas of significance to Maori, is a highly modified agricultural environment and therefore does not contain any Significant Natural Areas or Outstanding Natural or Visual Amenity Landscapes. The application site is identified as being within the Plains Flood Management Overlay, land within this overlay is defined as a High Hazard Area if certain criteria are met²², The Flood Assessment confirms

²² Plains Flood Management Overlay, but limited to land where, in a 1 in 500 year Average Recurrence Interval flood event, either: the water depth (measured in metres) x the water velocity (measured in metres per second) is greater than 1; or

a portion of the southwest of the site is located within a High Hazard area. It is proposed these areas will be used for reserves and stormwater management rather than residential use or remediated (filled) at the time of subdivision, avoiding any risk to residential use.

UG-P9

Recognise and provide for the finite nature of the versatile soil resource when zoning land to extend township boundaries to establish new urban areas.

The application site is identified as having predominantly Class 2 soils²³. While the proposed rezoning will remove the application site from potential productive use, it is noted Inner Plains sites are used less productively and intensely than larger rural holdings. Of the individual properties comprising the application site, only one has been used for intensive farming (poultry) purposes and is no longer used for this purpose.

UG-P10

Ensure the establishment of high-quality urban environments by requiring that new urban areas:

1. *Maintain the amenity values and character anticipated within each township and the outcomes identified in any relevant Development Plan;*
2. *Recognise and protect identified Heritage Sites, Heritage Settings, and Notable Trees; and*
3. *Preserving the rural outlook that characterises the General Rural Zone through appropriate landscape mitigation, densities, or development controls at the interface between rural and urban environments.*

The proposal will result in a new urban area as an expansion of the existing Prebbleton township and will provide a high-quality urban environment. As previously mentioned, (UG-PG8) there are no identified heritage sites or settings or notable trees on the application site.

UG-P11

When zoning land to establish any new urban area or to extend any township boundary, avoid reverse sensitivity effects on:

1. *any adjoining rural, industrial, inland port, or knowledge zone; and*
2. *on the safe, efficient and cost-effective operation of important infrastructure, land transport infrastructure, and the strategic transport network.*

Reverse sensitivity effects will only arise where there are incompatible activities within in close proximity. In this case the resultant development will allow residential activity to adjoin a rural boundary, however given the Inner Plains zone resulting in small land holdings, and the need for any future rural activities likely to generate actual adverse effects requiring a resource consent (intensive farming or dairy farming for example), the likelihood of any actual adverse effects arising is considered small. The remainder of the site is separated from other rural activities by roads, which separate any potential effects and reduce the chances of reverse sensitivity effects.

UG-P12

Ensure the zoning of land to extend township boundaries to establish new urban areas demonstrates how it will integrate with existing urban environments, optimise the efficient and cost-effective provision of infrastructure, and protect natural and physical resources, by:

1. *Aligning the zoning, subdivision and development with network capacity and availability of existing or new infrastructure, including through the staging of development;*

the water depth is greater than 1m

²³ Figure 10 – Constraints on development across Greater Christchurch – Versatile Soils. Our Space 2018–2048,

<https://greaterchristchurch.org.nz/assets/Documents/greaterchristchurch/Our-Space-final/Our-Space-2018-2048-WEB-FINAL.pdf>, accessed 12/04/2021.

2. Avoiding adverse effects on the ground and surface water resource by requiring connections to reticulated water, wastewater, and stormwater networks where they are available, or by demonstrating that the necessary discharge approvals can be obtained for all on-site wastewater and stormwater treatment and disposal facilities;
3. Ensuring the land is located where solid waste collection and disposal services are available;
4. Prioritising accessibility and connectivity between the land and adjoining neighbourhoods, commercial centres, open space reserves, and community facilities, including education providers, public reserves, and health services; and
5. Requiring safe, attractive and convenient land transport infrastructure that promotes walking, cycling, and access to public transport and public transport facilities to encourage energy efficiency and improve peoples' health and wellbeing.

The Servicing Report identifies existing reticulation which the application site can connect, subject to detailed design and Council approval. It is proposed future subdivision of the site will be connected to reticulated services for the provision of potable water supply and disposal of wastewater, with only stormwater disposal to ground proposed, inclusive of treatment and attenuation, if required. Solid waste collection is currently provided to Prebbleton and can be expanded as necessary to include the application site. The application site provides for multimodal connectivity, with vehicle connections to Hamptons and Birchs Road and integration with the existing shared pedestrian/cycle path along Birchs Road. In addition, Birchs Road is a public transport route with a bus stop located at the corner of Birchs and Hamptons Road. Pedestrian infrastructure and connections could be provided/upgraded as necessary and the details of this can be determined at the time of subdivision. It is considered the proposal is generally consistent with the above policy.

UG-P13 Residential growth – Greater Christchurch area

Any new residential growth area within the Greater Christchurch area shall only occur where:

1. Extensions assist in meeting the housing bottom lines (minimum housing targets) of 8,600 households over the medium-term period through to 2028.
2. A HDCA and FDS identify a need for additional feasible development capacity for the township and the additional residential land supports the rebuild and recovery of Greater Christchurch;
3. The land is subject to an Urban Growth Overlay and the area is either:
 - a. a 'greenfield priority area', or any subsequent urban growth areas or urban containment boundaries, in the CRPS where it is a residential activity; or
 - b. identified in an adopted Rural Residential Strategy and in accordance with CRPS Policy 6.3.9 where it is a rural residential activity.
4. The minimum net densities of 12hh/ha for residential activities or 1 to 2hh/ha for rural residential activities are met;
5. A diversity in housing types, sizes and densities is demonstrated to respond to the demographic changes and social and affordability needs identified in a HDCA, FDS or outcomes identified in any relevant Development Plan; and
6. An ODP is prepared that addresses the matters listed in UG-ODP Criteria and incorporated into this Plan before any subdivision proceeds.

Development of the application site will assist in meeting the housing bottom lines housing targets with the addition of between 600 and 1,500 residential sections. The application site is not currently subject to an Urban Growth Overlay nor is it identified as a greenfield priority area, urban growth area or within the urban containment boundary of Prebbleton. It is noted the Prebbleton Structure Plan has not been updated since 2010 and neither the structure plan nor Map A of the CRPS accurately reflect the current urban extents of the township and although the Rural Residential Strategy is more recent it is likewise not reflective of the on-ground development.

It is considered the proposal is consistent with parts 1 and 4 but not with Part 3 as the Urban Growth Overlay specifically identifies the same areas previously identified for future growth. It is further considered Part 3 cannot assist in achieving Parts 1 or 2 given the shortfall of housing demand to meet the housing bottom line targets adopted.

It is anticipated greenfield priority areas under the CRPS will be updated to enable more land to become available to achieve consistency across this policy.

The proposed ODP provides for a variety of allotment sizes (with a minimum density of at least 15 households/ha), which will result in a variety of housing typologies to meet the changing demographic needs of the community and to ensure continued supply to meet demand and assist in affordability.

The proposed ODP addressed the matters listed and is sought to be included in the district planning framework.