

## Appendix 8: Assessment of Canterbury Regional Policy Statement (CRPS) Objectives and Policies

### Brookside Road Re-zone Plan Change

**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

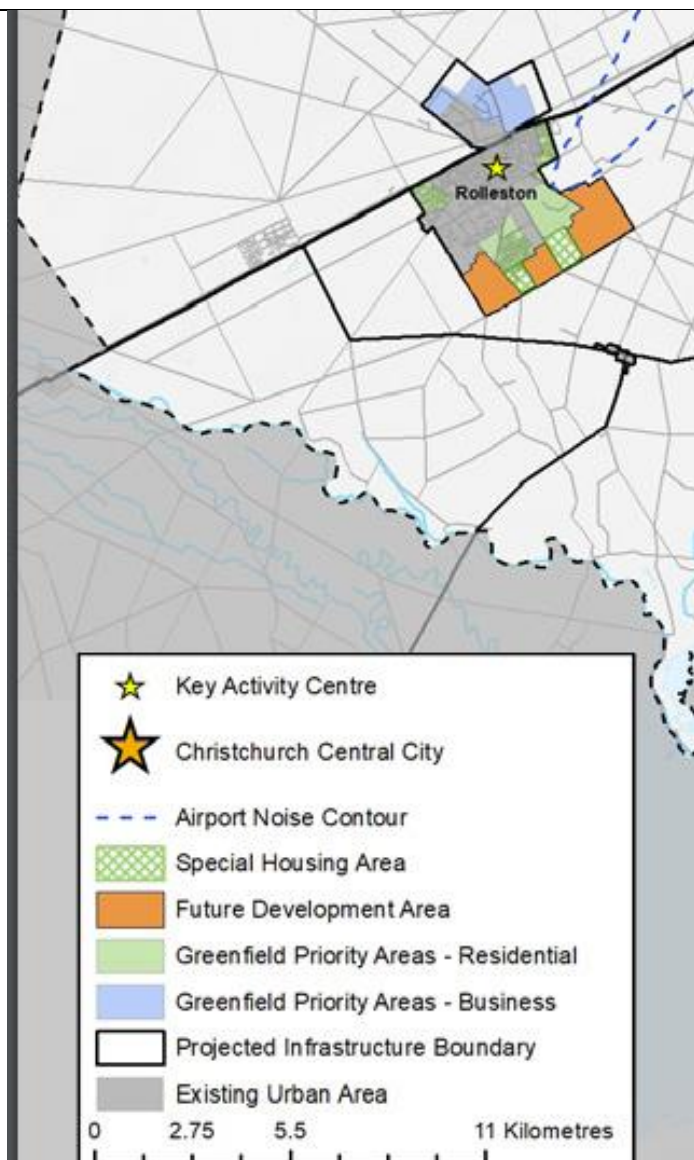
Chapter 18 - Hazardous Substances

Chapter 19 - Waste Minimisation and Management

Objective/Policy	Assessment
<p><b>CHAPTER 5- LAND-USE AND INFRASTRUCTURE</b></p> <p><b>5.2 OBJECTIVES</b></p> <p><b>5.2.1 Location, design and function of development (Entire Region)</b></p> <p>Development is located and designed so that it functions in a way that:</p> <ol style="list-style-type: none"> <li>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</li> <li>2. enables people and communities, including future generations, to provide for their social, economic and cultural well-being and health and safety; and which: <ol style="list-style-type: none"> <li>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;</li> <li>b. provides sufficient housing choice to meet the region's housing needs;</li> <li>c. encourages sustainable economic development by enabling business activities in appropriate locations;</li> <li>d. minimises energy use and/or improves energy efficiency;</li> </ol> </li> </ol>	<p>The Site is on the western edge of Rolleston, and adjoining the plan change 73 application sites. It will achieve consolidated, well designed and sustainable growth in and around the existing Rolleston urban area. It is a logical extension of a well-established township that has undergone significant planned and managed recent growth in terms of the Rolleston Structure Plan that is well designed and connected with the existing urban areas creating sustainable suburban communities.</p> <p>This proposed rezoning and associated provisions including the ODP will continue that approach.</p> <p>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.</p> <p>With respect to clause 2:</p> <ol style="list-style-type: none"> <li>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.</li> <li>2. The area being rezoned has as its primary purpose the provision of housing choice for people and communities.</li> <li>3. The rezoned land is conveniently located to the centre of Rolleston and local facilities and amenities.</li> <li>4. The land being rezoned is currently used for intensive shed-based chicken production, dairy runoff and general grazing and cropping and supports four dwellings.</li> </ol>

<p>e. enables rural activities that support the rural environment including primary production;</p> <p>f. is compatible with, and will result in the continued safe, efficient and effective use of regionally significant infrastructure;</p> <p>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;</p> <p>h. facilitates the establishment of papakāinga and marae; and</p> <p>i. avoids conflicts between incompatible activities</p>	<p>5. There is no prospect of conflicts between incompatible uses as the Site will adjoin urban land used residentially to the east and north</p>
<p><b>5.3.7 Strategic land transport network and arterial roads (Entire Region)</b></p> <p>In relation to strategic land transport network and arterial roads, the avoidance of development which:</p> <ol style="list-style-type: none"> <li>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</li> <li>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</li> </ol>	<p>The Servicing and Traffic Reports and ODP sets out the roading proposals for the Site and how interconnecting roads ensure linkages to adjoining and future development area. The Report notes the need to upgrade the frontage roads to urban standards including provision of footpaths and cycle lanes.</p> <p>The rezoning will be consistent with Objective 5.3.7.</p>
<p><b>RECOVERY AND REBUILDING OF GREATER CHRISTCHURCH</b></p> <p><b>6.2 OBJECTIVES</b></p> <p><b>6.2.1 Recovery framework</b></p> <p><i>Recovery, rebuilding and development are enabled within Greater Christchurch through a land use and infrastructure framework that:</i></p> <ol style="list-style-type: none"> <li>1. identifies priority areas for urban development within Greater Christchurch;</li> <li>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;</li> <li>3. avoids urban development outside of existing urban areas or greenfield priority areas for development, unless expressly provided for in the CRPS;</li> <li>4. protects outstanding natural features and landscapes including those within</li> </ol>	<p>This Objective is largely given effect to by Map A (reproduced below) of Chapter 6 RPS and Policy 6.3.1.</p> <p>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.</p> <p>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.</p> <p>While the proposed rezoning is for a site not consistent with this policy in regard to Map A, being outside the FDA areas, it remains a tenable proposition for re-zoning when the NPS-UD 2020 is addressed (Objective 6c) and Policy 8) and the CRPS is reviewed to reflect the new urban growth planning drivers and requirements of the NPS-UD 2020.</p>

- 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. N/A



**Map A: CRPS**

The environmental effects assessment in the 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.

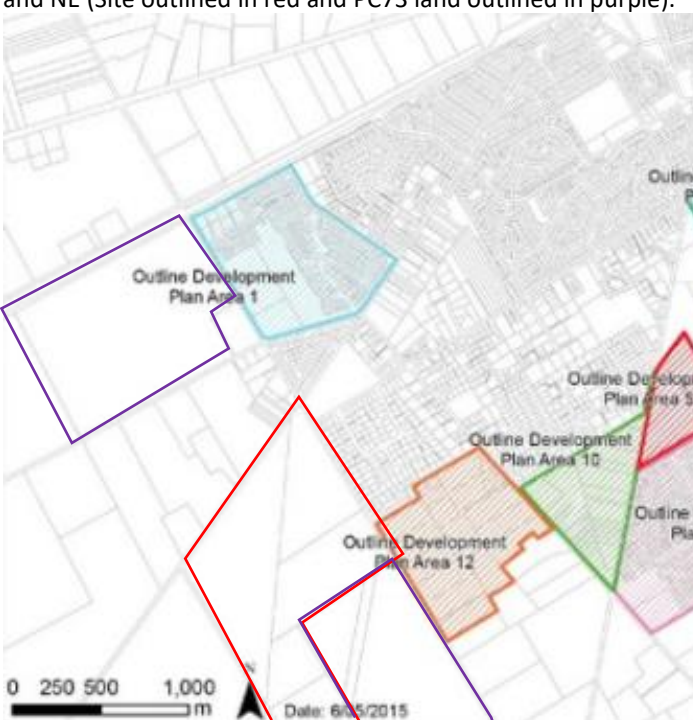
### **6.2.2 Urban form and settlement pattern**

*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:

The Site forms a logical extension to Rolleston and will provide a compact and consolidated urban form for the town, linking to the existing and planned urban area. The Site when considered in combination with the PC73 rezoning proposal and the existing L3 zoning of the PC73 land, is not an isolated pocket sitting in a rural setting.

The OSDP identifies and provides for 12 ODP areas at Rolleston. The Site is not within an adopted ODP site. The two nearest are ODP 1 and ODP 12 that cradle this Site to the NW

<ol style="list-style-type: none"> <li>a. 35% averaged over the period between 2013 and 2016</li> <li>b. 45% averaged over the period between 2016 to 2021</li> <li>c. 55% averaged over the period between 2022 and 2028;</li> <li>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;</li> <li>3. reinforcing the role of the Christchurch central business district within the Greater Christchurch area as identified in the Christchurch Central Recovery Plan;</li> <li>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;</li> <li>5. encouraging sustainable and self-sufficient growth of the towns of Rangiora, Kaiapoi, Woodend, Lincoln, Rolleston and Rolleston and consolidation of the existing settlement of West Melton;</li> <li>6. N/A Rural Residential</li> <li>7. N/A Maori Reserves</li> </ol>	<p>and NE (Site outlined in red and PC73 land outlined in purple).</p>  <p><b>Appendix 38 OSDP</b></p> <p>The Proposed Selwyn District Plan identifies eight development areas to cater for known and future urban growth (these were 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 (the proposed rezoning will contribute an additional appx.24 % of lots over and above the number of dwellings in Rolleston at 2018). 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 Brookside Road proposal will better enable the intent of subclause 5 of the Policy in encouraging sustainable and self-sufficient growth of Rolleston.</p> <p>The Site will meet a minimum density of 12 households per ha which is higher than the existing dwelling density at Rolleston (10 hh/ha for LZ areas and less for other existing urban areas). The development will include medium density housing and will contribute to the range of housing types at Rolleston.</p> <p>The Council has confirmed that there is infrastructure capacity to service the proposal at urban residential standards.</p>
<p><b>6.2.3 Sustainability</b></p> <p><i>Recovery and rebuilding is undertaken in Greater Christchurch that:</i></p> <ol style="list-style-type: none"> <li>1. provides for quality living environments incorporating good urban design;</li> </ol>	<p>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 the ODP to create quality living environments that will be functionally efficient with linkage and road access in to the existing urban fabric of Rolleston.</p>

<ol style="list-style-type: none"> <li>2. <i>retains identified areas of special amenity and historic heritage value;</i></li> <li>3. <i>retains values of importance to Tāngata Whenua;</i></li> <li>4. <i>provides a range of densities and uses; and</i></li> <li>5. <i>is healthy, environmentally sustainable, functionally efficient, and prosperous.</i></li> </ol>	<p>A reserve central to the development will create an area of openness and amenity for nearby residents.</p>
<p><b>6.2.4 Integration of transport infrastructure and land use</b>  <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></p> <ol style="list-style-type: none"> <li>1. <i>managing network congestion;</i></li> <li>2. <i>reducing dependency on private motor vehicles;</i></li> <li>3. <i>reducing emission of contaminants to air and energy use;</i></li> <li>4. <i>promoting the use of active and public transport modes;</i></li> <li>5. <i>optimising use of existing capacity within the network; and</i></li> <li>6. <i>enhancing transport safety.</i></li> </ol>	<p>The ODP provides for multi-model transport to and within the Site. The Site will be part of a comprehensive master planned extension of West Rolleston, at a scale which over time will, in combination with the existing rapidly growing township, be able to support additional PT initiatives, given the strategic location close to the Midland Railway and SH1. The Site is easily accessible to existing bus services, including ParknRide facilities at Foster Park and central Rolleston (Kidman Street).</p>
<p><b>6.3 POLICIES</b>  <b>6.3.1 Development within the Greater Christchurch area</b>  <i>In relation to recovery and rebuilding for Greater Christchurch:</i></p> <ol style="list-style-type: none"> <li>1. <i>give effect to the urban form identified in <a href="#">Map A</a>, which identifies the location and extent of urban development that will support recovery, rebuilding and planning for future growth and infrastructure delivery;</i></li> <li>2. <i>give effect to the urban form identified in <a href="#">Map A</a> (page 6-27) by identifying the location and extent of the indicated Key Activity Centres;</i></li> <li>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></li> </ol>	<p>Map A was prepared to provide a focus for priority development as part of the earthquake recovery phase. That is now past.</p> <p>The lack of consistency of the re-zone submission with the current version of Map A is a function of timing.</p> <p>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 Rolleston. Change 1 to the RPS confirmed Future Development Areas (but only providing for additional growth at Rolleston) as proposed in Our Space, but does not address the new NPS-UD 2020 which may require a revisit of the FDAs. A full CRPS review is scheduled for 2024.</p> <p>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 2022-2032 (the statutory life of the District Plan). Whilst the CRPS greenfield priority areas were for the period up to 2028, and the housing targets for the</p>

<p>4. <i>ensure new urban activities only occur within existing urban areas or identified greenfield priority areas as shown on <a href="#">Map A</a>, unless they are otherwise expressly provided for in the CRPS;</i></p> <p>5. <i>N/A educational facilities in rural areas</i></p> <p>6. <i>N/A metropolitan recreation facility and</i></p> <p>7. <i>avoid development that adversely affects the function and viability of, or public investment in, the Central City and Key Activity Centres.</i></p>	<p>period 2018-2048, the economic evidence is that they are inadequate to meet housing demand at Rolleston.</p> <p>There is an imminent issue with on-going supply of developable land at Rolleston given the very fast uptake of zoned land. Plan Change 64 (now approved as Covid Fast-tracked) and several other Rolleston plan changes, mostly relating to FDA land, will provide a bridge across the lead-in years required to provide an adequate supply of zoned and serviceable land; and help avoid an anticipated knock-on effect on availability and price of sections (which has already occurred). It is critical that the extra development capacity is controlled by several not just one developer, to ensure a competitive land and housing market as required by the NPS-UD 2020.</p> <p>The Site is not in a random, remote greenfields location that would challenge the integrity and consistency of the present CRPS 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.</p> <p>The proposal can be seen as implementing Policy 8 NPS-UD 2020 and is a live proposition to avoid a delay in meeting housing demand at Rolleston. 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 the current severe shortage of development land at Rolleston will continue, further exacerbating housing pressure including on price of land and houses.</p>
<p><b>6.3.2 Development form and urban design</b></p> <p><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></p> <p>1. <i>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</i></p>	<p>Good urban design underpins the development concept in the ODP.</p> <p>The assessment of environmental effects concludes that the Site to be rezoned will achieve a high level of amenity and efficiency for residents and for the neighbourhood.</p> <p>The submission is consistent with, and will give effect to, the outcomes sought by this Policy.</p>



<p><i>built and natural environment, historic and cultural markers and local stories.</i></p> <ol style="list-style-type: none"> <li>2. <i>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></li> <li>3. <i>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></li> <li>4. <i>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></li> <li>5. <i>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></li> <li>6. <i>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></li> <li>7. <i>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></li> </ol>	
<p><b>6.3.3 Development in accordance with Outline Development Plans</b></p> <p><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 plan in a district plan. Outline development plans and associated rules will: (list of specific matters)</i></p>	<p>The development will be managed through an ODP.</p> <p>The proposal is consistent with, and will give effect to, the outcomes sought by this Policy.</p>

<p><b>6.3.4 Transport effectiveness</b>  <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></p> <ol style="list-style-type: none"> <li>1. <i>avoiding development that will overload strategic freight routes;</i></li> <li>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></li> <li>3. <i>providing opportunities for travel demand management;</i></li> <li>4. <i>requiring integrated transport assessment for substantial developments; and</i></li> <li>5. <i>improving road user safety.</i></li> </ol>	<p>The Site will knit in to the existing arterial and local roading network; the continuation of a grid form to the roading, and limiting access points to arterial roads will minimise and control the effects of those connections.</p> <p>Dunns Crossing Road and Brookside Road provide convenient connection to the town centre, as does nearby Lowes Road, where connections to the public bus services are possible at the Park and Ride facility, and to the State Highway/Southern Motorway.</p> <p>The proposed rezoning is consistent with, and will give effect to, the outcomes sought by this Policy.</p>
<p><b>6.3.5 Integration of land use and infrastructure</b>  <i>Recovery of Greater Christchurch is to be assisted by the integration of land use development with infrastructure by:</i></p> <ol style="list-style-type: none"> <li>1. <i>Identifying priority areas for development and Future Development Areas to enable reliable forward planning for infrastructure development and delivery;</i></li> <li>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> <ol style="list-style-type: none"> <li>a. <i>optimise the efficient and affordable provision of both the development and the infrastructure;</i></li> <li>b. <i>maintain or enhance the operational effectiveness, viability and safety of existing and planned infrastructure;</i></li> <li>c. <i>protect investment in existing and planned infrastructure; and</i></li> <li>d. <i>ensure new development does not occur until provision for appropriate infrastructure is in place;</i></li> </ol> </li> </ol>	<p>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 Site meets these criteria but is not a priority area or Future Development Area (FDA) as defined on Map A. However, it is consistent with and gives effect to the NPS-UD, including Policy 8.</p> <p>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.</p> <p>The proposal gives effect to this Policy, other than with respect to Map A limitations on urban growth which are inconsistent with direction and intent of the NPS-UD.</p>



<ol style="list-style-type: none"> <li>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></li> <li>4. <i>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 <a href="#">Map A</a> (page 6-28); and</i></li> <li>5. <i>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.</i></li> </ol>	
<p><b>6.3.7 Residential location, yield and intensification</b></p> <ol style="list-style-type: none"> <li>1. <i>In relation to residential development opportunities in Greater Christchurch:</i></li> <li>2. <i>Subject to <a href="#">Policy 5.3.4</a>, Policy 6.3.5, and Policy 6.3.12 residential greenfield development shall occur in accordance with <a href="#">Map A</a>.</i></li> <li>3. <i>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.</i></li> <li>4. <i>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):</i></li> </ol>	<p>See assessment for Policy 6.3.1.</p> <p>Recent analysis of population growth and take-up of land for new housing has shown that the growth requirements provided for by Map A were underestimated and land availability overestimated.</p> <p>There is a demand for residential land for housing created primarily now by natural growth in the population. 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.</p> <p>Planning for this demand can be by way of changes to, and review of, the CRPS and District Plans or legitimately by way of Private Plan changes and submissions on the 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.</p> <p>Private requests are generally a much faster and therefore more responsive process. The OSDP has identified ODP areas in Appendix 38 but that supply of land is now running short.</p>

<ol style="list-style-type: none"> <li>5. <i>10 household units per hectare in greenfield areas in Selwyn and Waimakariri District;</i></li> <li>6. <i>15 household units per hectare in greenfield areas in Christchurch City;</i></li> <li>7. <i>Intensification development within Christchurch City to achieve an average of:</i></li> <li>8. <i>50 household units per hectare for intensification development within the Central City;</i></li> <li>9. <i>30 household units per hectare for intensification development elsewhere.</i></li> <li>10. <i>Provision will be made in district plans for comprehensive development across multiple or amalgamated sites.</i></li> <li>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></li> </ol>	<p>Change 1 to the CRPS has identified a Future Development Area at South Rolleston, but that is not yet zoned for urban purposes (other than PC64, approved under Covid 19 fast track legislation).</p> <p>The yield of a minimum of 12hh/ha satisfies the criteria of Policy 6.3.7.</p>
<p><b>CHAPTER 9- ECOSYSTEMS AND INDIGENOUS BIODIVERSITY</b></p> <p><b>9.2 Objectives</b></p> <p><b>9.2.1 Halting the decline of Canterbury's ecosystems and indigenous biodiversity</b></p> <p>The decline in the quality and quantity of Canterbury's ecosystems and indigenous biodiversity is halted and their life supporting capacity and mauri safeguarded</p>	<p>There is no indigenous biodiversity of any particular value on the Site proposed to be rezoned.</p>
<p><b>CHAPTER 11- NATURAL HAZARDS</b></p> <p><b>1.2 Objectives</b></p> <p><b>11.2.1 Avoid new subdivision, use and development of land that increases risks associated with natural hazards</b></p> <p>New subdivision, use and development of land which increases the risk of natural hazards to people, property and infrastructure is avoided or, where avoidance is not possible, mitigation measures minimise such risks.</p>	<p>The Plan Change adopts the identification of parts of the Site (potential flood channels) within the PSDP 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.</p> <p>The geotechnical assessment shows no issues with liquefaction.</p>
<p><b>CHAPTER 12- LANDSCAPE</b></p> <p><b>2.2 OBJECTIVES</b></p>	<p>There are no outstanding natural landscapes or features or other amenity landscapes that could be impacted by development of the Site.</p>

<p><b>12.2.1 Identification and protection of outstanding natural features and landscapes</b> 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.</p> <p><b>12.2.2 Identification and management of other landscapes</b> The identification and management of other important landscapes that are not outstanding natural landscapes. Other important landscapes may include:</p> <ol style="list-style-type: none"> <li>1. natural character</li> <li>2. amenity</li> <li>3. historic and cultural heritage</li> </ol>	
<p><b>CHAPTER 15-</b> <b>SOILS 15.2</b> <b>OBJECTIVES 15.2.1 Maintenance of soil quality</b> Maintenance and improvement of the quality of Canterbury's soil to safeguard their mauri, their life supporting capacity, their health and their productive capacity.</p> <p><b>15.3 POLICIES</b> <b>15.3.1 Avoid remedy or mitigate soil degradation</b> In relation to soil:</p> <ol style="list-style-type: none"> <li>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</li> <li>2. to promote land-use practices that maintain and improve soil quality.</li> </ol> <p><b>15.3.2 Avoid and remedy significant induced soil erosion</b> 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.</p>	<p>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.</p> <p>It is not therefore relevant to the proposed rezoning for urban and residential purposes.</p> <p>In any event the Site does not contain Class 1-3 soils.</p>
<p><b>CHAPTER 17- CONTAMINATED LAND</b> <b>17.2 OBJECTIVES</b> <b>17.2.1 Protection from adverse effects of contaminated land</b> Protection of people and the environment from both on-site and off-site adverse effects of contaminated land.</p> <p><b>7.3 POLICIES</b> <b>17.3.1 Identify potentially contaminated land</b></p>	<p>The Preliminary Site Investigation concluded that the <i>NESCS does apply to specified potential HAIL activities as described in this report and illustrated on the Site Plan. Further intrusive investigation is required of these areas for potential contamination in order to determine any associated human health and environmental effects.</i> It recommended that <i>these potential/actual HAIL areas be further investigated and remediated, as necessary, as</i></p>

<p>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.</p> <p><b>17.3.2 Development of, or discharge from contaminated land</b></p> <p>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:</p> <ol style="list-style-type: none"> <li>1. a site investigation is to be undertaken to determine the nature and extent of any contamination; and</li> <li>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.</li> </ol>	<p><i>part of enabling (pre-construction) works prior to any bulk earthworks or other soil disturbance activities.</i></p> <p>The proposal therefore satisfies this objective and policies.</p>
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