

Appendix 7: Assessment of CRPS Objectives and Policies

Objective 5.2.1 Integration of land-use and regionally significant infrastructure (Entire Region)

Development is located and designed so that it functions in a way that:-

1. *achieves consolidated, well designed and sustainable growth in and around existing urban areas as the primary focus for accommodating the region's growth; and*
2. *enables people and communities, including future generations, to provide for their social, economic and cultural well-being and health and safety; and which:*
 - (a) *maintains, and where appropriate, enhances the overall quality of the natural environment of the Canterbury region, including its coastal environment, outstanding natural features and landscapes, and natural values;*
 - (b) *provides sufficient housing choice to meet the region's housing needs;*
 - (c) *encourages sustainable economic development by enabling business activities in appropriate locations;*
 - (d) *minimises energy use and/or improves energy efficiency;*
 - (e) *enables rural activities that support the rural environment including primary production;*
 - (f) *is compatible with, and will result in the continued safe, efficient and effective use of regionally significant infrastructure;*
 - (g) *avoids adverse effects on significant natural and physical resources including regionally significant infrastructure, and where avoidance is impracticable, remedies or mitigates those effects on those resources and infrastructure;*
 - (h) *facilitates the establishment of papakāinga and marae; and*
 - (i) *avoids conflicts between incompatible activities.*

The proposed plan change seeks to enable residential and business activities to be developed adjoining an existing township. This will provide for long term future growth needs for the region. It is proposed to develop the site in such a manner that good linkages can be made to the proposed business zone and to the surrounding residential environment. The provision of larger sections within the residential area and appropriate boundary fence treatments along Creyke Road will mitigate any potential conflict with rural land uses further to the east of the site and will enable a range of housing choices within Darfield and the Selwyn District. The proposed business zone will provide an appropriate setback for residential activities from the intensive farming activity to the north of the site. Given the site of the proposed plan change adjoining the township, the change in activity status from rural activities to residential activities will not significantly reduce the rural productivity of the wider area.

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

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

1. *To recognise the benefits of enabling people and communities to provide for their social, economic and cultural well-being and health and safety and to provide for infrastructure that is regionally significant to the extent that it promotes sustainable management in accordance with the RMA.*

2. To achieve patterns and sequencing of land-use with regionally significant infrastructure in the wider region so that:
 - a. development does not result in adverse effects on the operation, use and development of regionally significant infrastructure.
 - b. adverse effects resulting from the development or operation of regionally significant infrastructure are avoided, remedied or mitigated as fully as practicable.
 - c. there is increased sustainability, efficiency and liveability.

The proposal will not compromise the existing State Highway road network given there is no direct access to the highway, and given the proposal includes realignment of the Creyke Road/SH 73 intersection to improve visibility. The proposal is considered to be consistent with this objective.

Objective 5.2.3 Transport network (Wider Region)

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

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

The proposal includes an internal road network that provides for a future connection to land to the west, supporting a consolidated and sustainable urban form, and provides good accessibility for both residential and business zoned land. Local road status is likely for these roads, consistent with the roading hierarchy.

Policy 5.3.1 Regional growth (Wider Region)

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

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

The proposed plan change is located on the eastern edge of Darfield Township, and seeks to provide an area of residential development that has clear links to the township and wider community. The use of a limited number of allotments will ensure allotments are of a lower density. Use of the Living 1 zone encourages a continuation of the existing township character located to the immediate south of the application site as well as providing consistency with larger Living 2 A zoned land also adjoining the southern boundary. By developing this area, there will be greater choice for housing types within the township, and the development will provide for future growth of the area while promoting energy efficiency through links to transport networks and appropriate urban form.

Policy 5.3.2 Development conditions (Wider Region)

To enable development including regionally significant infrastructure which:

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

The proposal is located adjoining an existing township and residential area, thus not fragmenting rural land. It is proposed to supply the site with a suitable potable water supply, and appropriate stormwater and sewage disposal system to ensure there is no adverse effects on community water supply. Although onsite wastewater disposal for resulting allotments is anticipated due to the lack of reticulation in Darfield, the proposal does not preclude the installation of a system should it become available.

The application site does not contain any known natural hazards and is not prone to flooding. The location of the proposed residential zone to the south of the site and the business zone to the north with associated landscaping buffers ensures reverse sensitivity effects with surrounding land uses will not occur.

The ODP has been designed to ensure there is adequate movement for vehicles and pedestrians within the site and externally to the wider road network.

Policy 5.3.3 Management of development (Wider Region)

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

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

The proposed plan change provides both residential and business zoned land that will contribute to employment opportunities in Darfield. The layout shown in the ODP includes setbacks and landscaping for the business zone to provide for the amenity, quality of the environment, and residential character of the surrounding residential activities.

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

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

1. *avoiding development which will not be served in a timely manner to avoid or mitigate adverse effects on the environment and human health; and*

2. requiring these services to be designed, built, managed or upgraded to maximise their on-going effectiveness.

The proposed servicing for the site can be accommodated either on-site or where reticulation is available via augmented Council reticulated services.

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

Within the wider region:

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

The proposed servicing for the site is discussed in the attached servicing report. Servicing occur without having an adverse environmental effect.

Policy 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 proposal includes the realignment of Creyke Road so that it intersects with SH73 on an angle that improves the safe, efficient and effective functioning of the road network.

Policy 5.3.9 Regionally significant infrastructure (Wider Region)

In relation to regionally significant infrastructure (including transport hubs):

1. avoid development which constrains the ability of this infrastructure to be developed and used without time or other operational constraints that may arise from adverse effects relating to reverse sensitivity or safety;
2. provide for the continuation of existing infrastructure, including its maintenance and operation, without prejudice to any future decision that may be required for the ongoing operation or expansion of that infrastructure; and
3. provide for the expansion of existing infrastructure and development of new infrastructure, while:
 - a. recognising the logistical, technical or operational constraints of this infrastructure and any need to locate activities where a natural or physical resource base exists;
 - b. avoiding any adverse effects on significant natural and physical resources and cultural values and where this is not practicable, remedying or mitigating them, and appropriately controlling other adverse effects on the environment; and
 - c. when determining any proposal within a sensitive environment (including any environment the subject of section 6 of the RMA), requiring that alternative sites, routes, methods and design of all components and associated structures are considered so that the proposal satisfies sections 5(2)(a) – (c) as fully as is practicable.

The proposal will not limit the current regionally significant infrastructure in place and will not preclude the development of infrastructure in the future. In particular, there is ample opportunity to install reticulated sewer services at the time of subdivision should reticulated services be available in Darfield.

Policy 5.3.8 Land use and transport integration (Wider Region)

Integrate land use and transport planning in a way:

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

The proposal has been designed to connect to and integrate pedestrian pathways into existing modal transport networks. In particular, the proposal includes the realignment of Crekye Road to provide for a safe, efficient and effective road network, and the ODP includes pedestrian access points to promote walkability. It is therefore considered that the proposal gives effect to Policy 5.3.8.

Policy 5.3.12 – Rural production (Wider Region)

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

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

Only part one of this policy relates to the proposed plan change as the proposed plan change seeks to provide for residential growth in a manner which does not further fragment rural land. The extent of the plan change area is consolidated within a rural block, bound by State Highway 73 and Crekye Road. However, this change will prevent the use of the site for primary production. It is considered that when read in conjunction with all of the policies in the CRPS, the loss of a small area of land on the edge of existing development is more appropriate than alternative locations which may create rural land fragmentation issues and/or infrastructure and servicing issues. It is considered that the inclusion of the proposed plan change in to the District Plan gives effect to the this policy when considered in balance with other policies in the CRPS.

Objective 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.

Policy 17.3.2 Development of, or discharge from contaminated land

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

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

The application site includes some identified contaminated land areas. The area affected is small and the nature of the contaminants means that this area can easily be remedied prior to and as part of any subdivision of the site without having adverse effects on human health. An appropriate DSI and RAP will be required at the time of subdivision.