



Application for Private Plan Change

Section 1 SO 1227, Darfield



CLIENT

Rupert and Catherine Wright



ADDRESS

Corner Creyke Road and SH73,
Darfield

REFERENCE

6096

Report Information

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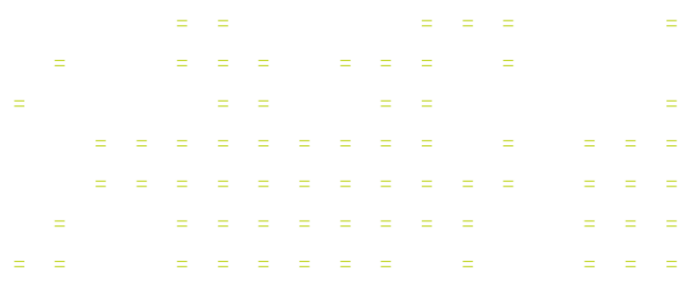
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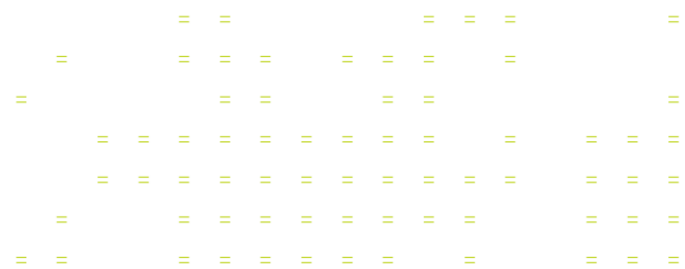
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Contents

1	Executive Summary	1
2	Summary of Application Details	2
3	Overview	3
3.1	Purpose of the plan change	3
3.2	Reason for request	3
4	Statutory Framework	5
4.1	Resource Management Act	5
4.2	Legal Framework	5
4.3	Section 5 - Purpose	5
4.4	Section 6 - Matters of National Importance	6
4.5	Section 7 - Other matters of the RMA	6
4.6	Section 8 - Treaty of Waitangi	6
4.7	Proposed National Planning Standards	7
4.8	Assessment against relevant regional planning documents	7
5	Site and Surrounds	12
5.1	Site Details	12
5.2	Surrounding Area	14
5.3	Site investigations	15
6	Proposed Plan Change	19
6.1	Residential Zone	19
6.2	Commercial / Business Zone	20
6.3	Roading	20
6.4	Landscaping	21
6.5	Services	21
7	Proposed District Plan Amendments	23
8	Description of Environmental Effects	25
8.1	Effects on the Form and Function of Darfield	25
8.2	Residential and Rural Character	25
8.3	Neighbourhood and Wider Community Effects	26
8.4	Ecological Effects	28
8.5	Natural and Physical Resource	28
8.6	Traffic Effects	29
8.7	Cumulative Effects	30
8.8	Positive Effects	30
8.9	Effects Summary	30
9	Urban Design and the Outline Development Plan	31
9.1	Objectives of the Outline Development Plan	31

- Appendix 1: Record of Title
- Appendix 2: Outline Development Plan
- Appendix 3: Servicing Report
- Appendix 4: Topographical Survey
- Appendix 5: Geotechnical Report
- Appendix 6: Preliminary Site Investigation
- Appendix 7: Assessment of CRPS Objectives and Policies
- Appendix 8: Assessment of District Plan Objectives and Policies
- Appendix 9: Transport Assessment
- Appendix 10: Air Quality Report
- Appendix 11: Consultation with NZTA
- Appendix 12: Landscape Details
- Appendix 13: Section 32 Assessment



1 Executive Summary

Under s73(2) of the Resource Management Act 1991, Rupert and Catherine Wright (“the Applicant”) request a change to the Selwyn District Plan (the District Plan).

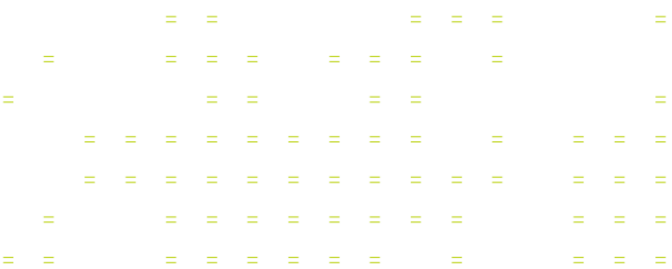
The plan change application proposes to rezone approximately 30.76 hectares (ha) located east of Darfield on a segment of land bound by West Coast Road (SH73) and the intersection of Crekye Road, from Rural Outer Plains to a mix of Business 2 and a Living 1 (Darfield East) zone. The Plan Change seeks to insert an Outline Development Plan (Darfield East ODP) with site-specific rules to facilitate the development of a business zone adjacent to SH 73 and up to than 35 residential sections on the south boundary with an average density of 1,950 m².

The application site has been identified in the Malvern Area Plan as area DAR6, suitable for low density residential development or business development. A number of potential constraints have been identified through investigations including effects arising from previous use of the site generating potentially contaminated soils; use of business zoned land across SH73 for an intensive farming operation and for the discharge to air associated with a clay brick factory; and the proximity of new business zoned land to existing and proposed residential land uses.

The proposed Darfield East ODP and associated rule amendments to the District Plan provides for mitigation measures to either avoid or mitigate potential effects arising from the future use of the site as business or residential use. One of the key measures is a landscaping buffer around the business zoned land that serves as a visual screen and provides physical separation between the application site and surrounding land to the north, east and west. The landscaping also serves as a physical separation buffer for the proposed residential zone to the south of the application site. Traffic effects are managed through the proposed upgrade of the intersection of State Highway 73 and Crekye Road prior to any large scale development of the ODP area.

Once rezoned, the site can be developed in accordance with the various statutory requirements of the Canterbury Land and Water Plan and the Living and Business zone standards of the Selwyn District Plan. An Outline Development Plan (ODP) has been developed for the site observing the principles of the Urban Design Protocol (Ministry of the Environment, 2005) as well as the national guidelines for Crime Prevention Through Environmental Design (Ministry of the Environment, 2009).

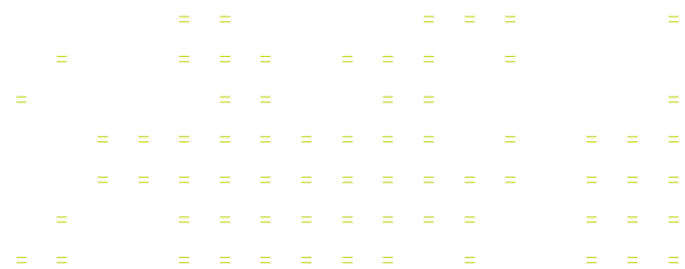
The assessment under section 32 of the Resource Management Act and the appended reports validate the suitability of the site for rezoning for the use of residential and business zoning and assesses the effectiveness and efficiency of the proposed methods to achieve this rezoning.



2 Summary of Application Details

This report is an application for privately initiated plan change (including a description of the actual and potential effects on the environment) for land legally described as Section 1 SO 1227 Darfield. This application has been prepared in accordance with Schedule 1 of the Resource Management Act 1991 (‘RMA’ or ‘the Act’).

Applicant:	Rupert and Catherine Wright
Land Owner:	Rupert Jack Wright and Catherine Elizabeth Wright
Owner’s Address:	13B Mulholland Drive, Darfield, 7571
Site Address:	Corner Creyke Road and State Highway 73, Darfield
Legal Description:	Section 1 SO 1227, Darfield
Record of Title:	CB39B/123 (attached in Appendix 1)
Site Area:	30.76 hectares
District Plan Zoning:	Selwyn District Plan Outer Plains Zone
Proposed Activity:	This application seeks a plan change under s72(1) of the Resource Management Act 1991 to rezone the application site from Outer Plains to Business 2 and Living 1 zones in accordance with the Outline Development Plan attached in Appendix 2.



3 Overview

3.1 Purpose of the plan change

The purpose of the Plan Change is to allow for the rezoning of 30.76 ha of land on the eastern edge of Darfield township from its current Rural (Outer Plains) zoning to a Business 2 (17.5 ha) and Living 1 (Darfield East) Residential Zone (7.1 ha) and the balance area (6.61 ha) in roading and road reserve. This land is identified in Selwyn District Council's Malvern Area Plan as being suitable location for future residential and/or business use. The new residential zone includes site specific controls to provide densities lower than the standard Living 1 zone in Darfield. The new business zone will form a symmetrically zoned and coherent business entrance to the township along SH 73.

The rezoning of the land represents a sustainable and efficient use of the land resource in that it will not limit future growth or create adverse effects with surrounding rural land. The location is optimal in respect to integrating with existing and proposed residential land to the south and west of the site and promotes a self-realising environment for business development on the periphery of the township.

The proposed rezoning is consistent with the objectives and policies of the Selwyn District Plan and gives effect to the Canterbury Regional Policy Statement. The business zone is consistent with the Malvern Area Plan and the residential land will make provision for residential accommodation without creating inefficient use of land or infrastructure.

The plan change request provides for the sustainable and integrated provision of business land and residential land with use of an Outline Development Plan (ODP) to ensure coordinated and well planned outcomes that take into consideration the surrounding existing environment.

3.2 Reason for request

The reason for this plan change request is to provide for business and residential development in one of the preferred locations identified in the Malvern Area Plan following a detailed assessment of planning outcomes for the region, associated consultation and public submission process.

Selwyn is the second fastest growing District in the South Island¹ with this growth primarily occurring within easy commuting distance of Christchurch City and Rolleston. To inform the development of the 2018-2028 Long Term Plan Council has updated its population projections out to 2048. The projections for Darfield are illustrated below:

¹ <https://www.selwyn.govt.nz/services/planning/population>

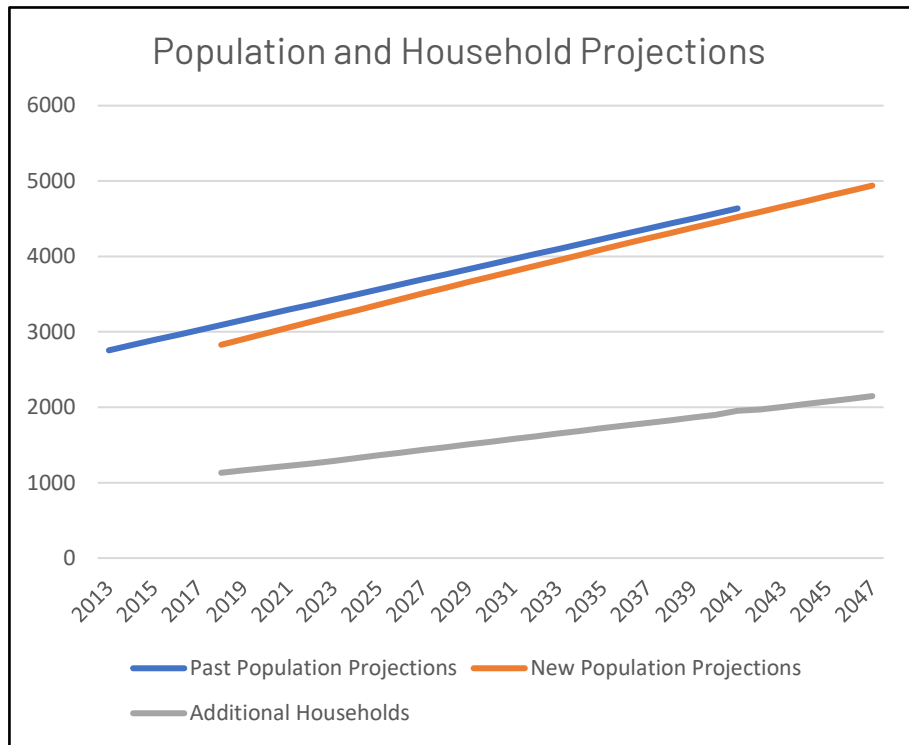
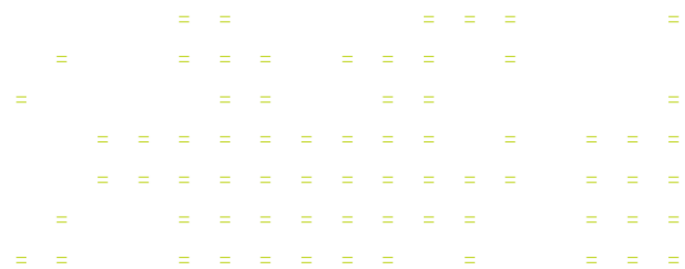


Figure 1 - Darfield Population and Household Projections 2013-2047

The total population growth estimated for Darfield is 2,187 persons over the next 30 years or 1,047 additional households².

The proposed rezoning will assist in meeting the demand for residential sections in Selwyn District including Darfield, through the provision of an additional 35 residential sections that avoid adverse effects with surrounding commercial uses in the existing environment. The rezoning will also provide additional business or commercial land within close proximity to other business land, which will create synergies with servicing and supplying. Business land has been designed to be self-supporting and not detract from existing business zones within the centre of Darfield.

² https://www.selwyn.govt.nz/__data/assets/pdf_file/0016/234223/Projections-website.pdf

The proposal to zone 7.1 ha of land to Living 1 and 17.5 ha to Business 2 land meets the enabling purpose of the Act. Further the Act seeks the development of land occurs in a way that ensures that any adverse effects on natural and physical resources can be mitigated whilst safeguarding the life supporting capacity of air, water, soil and ecosystems will be protected. The servicing report (attached in Appendix 3) for the proposal site envisages the future use of best practice stormwater and wastewater treatment and disposal systems and as such the life supporting capacity of the surrounding and wider environment will not be compromised.

Section 6 of the Act requires certain matters to be recognised and provided for in relation to managing the use, development and protection of natural and physical resources. No matters of national importance are considered to be relevant to this proposal. The site is not adjacent to any coastline or waterway although there is a stock water race along the southern boundary. The site does not contain significant landscapes or significant indigenous vegetation, does not contain any known historic or cultural sites.

Section 7 of the act requires particular regard is had to certain matters in relation to managing the use development and protection of natural and physical resources. Of particular relevance to this Proposed Plan Change are matters (b), (c) and (f);

- The proposal to utilise the land for residential and commercial purposes is considered to be an efficient use and development of a natural and physical resource as it is located adjoining an existing township and will achieve the aims of numerous strategic planning documents for the area. It has been demonstrated throughout this application that the maintenance and enhancement of amenity values will be achieved through considered landscape design, appropriate business zone building setbacks, the positioning of residential sections on the southern portion of the application site to avoid reverse sensitivity effects, and through appropriate boundary fence treatments along Creyke Road.

The proposal will maintain the quality of the environment by ensuring that water supply, wastewater and stormwater disposal can occur in a manner that does not adversely affect groundwater or surface water bodies.

Section 8 requires the Council to take into account principles of the Treaty of Waitangi. It states:

The application site is not located in an area that contains significant cultural values identified in the District Plan. The proposal will not result in adverse effects on the health of water, groundwater, land or air, and therefore is unlikely to conflict with known cultural values in the region. It is anticipated that the plan change will be notified to local iwi specifically as part of the notification process.

4.7 Proposed National Planning Standards

In 2017 the New Zealand Government introduced legislation to establish national planning standards that standardise parts of district and regional plans, and to avoid significant variation between different district and regional Councils. The first set of changes were introduced in April 2019 with specific timeframes in place for councils to comply with the changes within their plans. The first set of changes include standardisation of zones that can be adopted across New Zealand.

Selwyn District Council is in the process of reviewing its district planning framework in line with the national planning standards and have identified two living zones for urban Darfield, a Living 1 zone and Living 2 zone. The proposed plan change seeks consistence with these anticipated zonings and avoids an additional new zone in Selwyn to accommodate the specific requirements of the proposed Darfield East ODP area. Controls in the ODP enable a Living 1 Zone with lower densities than the standard Darfield Living 1 Zone.

4.8 Assessment against relevant regional planning documents

Canterbury Regional Policy Statement

Under section 75(3)(C) of the RMA, district plans are required to give effect to regional policy statements, therefore an application to change a district plan must also enable the district plan, once changed, to continue to give effect to the regional policy statement.

The Canterbury Regional Policy Statement (CRPS) became operative on 15 January 2013, Chapter 6 of which was inserted into the CRPS on 6 December 2013. The CRPS defines Greater Christchurch as including part of the Selwyn District. However, the geographic extent of Greater Christchurch as shown on Map A of the CRPS does not include the township of Darfield. Therefore, the objectives and policies of Chapter 6 of the CRPS are not relevant to the application site.

The objectives and policies of Chapter 5 – Land use and Infrastructure, provide the direction for the development of residential activities. The relevant objectives and policies of the CRPS are assessed in Appendix 7. The proposed plan change will not result in the District Plan no longer giving effect to the CRPS.

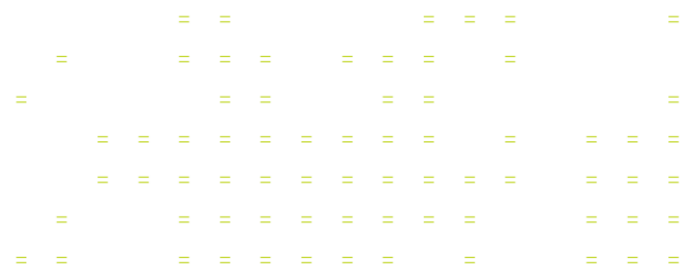
Canterbury Land and Water Regional Plan (CLWRP)

The Canterbury Regional Council has prepared a regional plan to manage the land and water resources of the region. The Land and Water Regional Plan (LWRP) was made operative on 13 August, 15 October 2015, 8 December 2016 and 23 February 2017, except for rules relating to Plan Change 5 Nutrient Management. The LWRP effectively replaces the provisions of the Natural Resources Regional Plan (NRRP) unless activities relate to nutrient management.

The proposed plan change does not include any of the matters still governed by the NRRP and therefore only consideration of the current LWRP is considered necessary.

The purpose of the LWRP is to identify the resource management outcomes or goals (objectives in this Plan) for managing land and water resources in Canterbury to achieve the purpose of the Resource Management Act 1991 ("RMA"). It identifies the policies and rules needed to achieve the objectives and provides direction in terms of the processing of resource consent applications. Although this application is not for a resource consent the objectives are applicable when considering the effects of implementing the proposed Outline Development Plan.

Pursuant to Section 75(4) of the RMA, the District Plan must not be inconsistent with any relevant regional plan. The proposed plan change does not seek to change any of the existing objectives and policies of the Selwyn District Plan and is considered to be consistent with these existing provisions (see Appendix 8 for a full assessment).



Currently it is generally accepted that the operative provisions of the Selwyn District Plan are not inconsistent with the LWRP and therefore this will also be true for the proposed plan change.

Development of the site at the time of subdivision will still need to comply with the provisions of the LWRP, or resource consents obtained for any non-compliances. The servicing strategy attached in Appendix 3 sets out that servicing on-site for stormwater and wastewater is feasible given the current ground conditions in the immediate area. Resource consents may be required under the LWRP for on-site wastewater disposal given the potential size of future residential allotments within the proposed Living 1 Zone less than 4 ha. However, there is a lack of reticulated services in Darfield for wastewater disposal that limits the potential options for all residential development in Darfield and it is generally recognised by Environment Canterbury that suitably designed on-site wastewater systems are acceptable in Darfield.

Mahaanui Iwi Management Plan 2013

The Mahaanui Iwi Management Plan (IMP) 2013 was released on 1 March 2013. It was prepared by the six Papatipu Rūnaka of the takiwā that extends from the from the Hurunui River in the north, to the Hakatere/Ashburton River in the south, inland to Kā Tiritiri o Te Moana (the Southern Alps), and including Te Pātaka o Rākaihautū (Banks Peninsula), and the coast. These parties are:

- Ngāi Tūāhuriri Rūnanga
- Te Hapū o Ngāti Wheke (Rāpaki) Rūnanga
- Te Rūnanga o Koukourārata
- Ōnuku Rūnanga
- Wairewa Rūnanga
- Te Taumutu Rūnanga

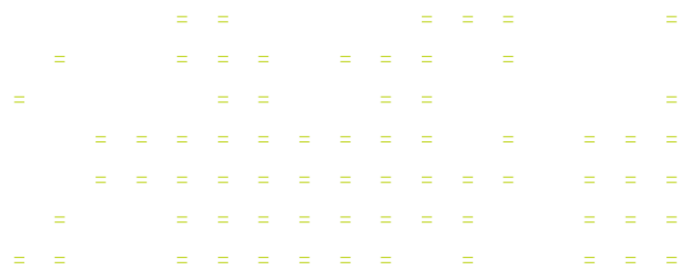
The IMP is a tool for tangata whenua to express their identity as manawhenua and their objectives as kaitiaki, to protect their taonga and resources, and their relationships with these. The IMP seeks to ensure that these taonga and resources are recognised and protected in the decision-making of agencies with statutory responsibilities to tangata whenua. Importantly it is also a tool that assists Papatipu Rūnanga representatives to articulate their values, issues and policy into statutory processes.

The IMP includes both general objectives and policies that includes the management of land, air, and water, and also includes region specific objectives and policies including for the Te Waihora area, which includes Darfield.

With respect to general objectives and policies the proposed plan change and application site will not affect landscapes or sites of cultural heritage or significance (Chapter 5.8). The application site does not contain any areas of significant biodiversity, and the proposal seeks to include increased landscaping around the perimeter of the business zone adding to the overall biodiversity of the Canterbury Plains consistent with Chapter 5.5 of the IMP.

The proposal includes the use of on-site wastewater disposal however there is sufficient separation distance to groundwater to ensure that there will not be adverse effects on groundwater or surface water. More than sufficient space within residential sections ensures separation from the water race along the southern boundary of the site can be achieved, and stormwater can be disposed of to ground consistent with the objectives and policies contained in Chapters 5.3 and 5.4 of the IMP. The proposal does not preclude individual land owners from installing rainwater collection and use from roof areas at the time of building development.

Chapter 6.11 is the area specific section for the Te Waihora area and has a key theme of Ki Uta Ki Tai (from the mountains to the sea) with respect to effects on Te Waihora/ Lake Ellesmere. Essentially the policies and objectives



of this section aim to reduce effects on the river and streams that flow into the lake. The proposed plan change has been designed taking into consideration the potential effect of resultant subdivision and development on the rivers and streams that flow into Te Waihora/Lake Ellesmere with generous section sizes to facilitate setbacks from the stock race along the southern boundary of the application site.

Regional Land Transport Plan 2015-2025

The Regional Land Transport Plan 2015-2025 (RLTP) became operative June 2016 and presents the strategic context for the Canterbury transport system and sets out the trends and drivers of the transport sector, now and into the future, and the associated challenges these raise for transport providers.

One of the key challenges identified in the RLTP is:

“effectively managing traffic growth to ensure that accessibility is maintained and that the region’s economic performance is not adversely affected³”

The issue identified as increased demand for key roading infrastructure as population growth occurs and advances in vehicle technology make it easier to be reliant on private cars. The RLTP solution to this issue is to promote multi modal methods of transport, and to ensure that existing key networks are resilient. The proposed plan change will contribute additional residential development in Darfield, which is likely to increase the use of private motor vehicles within Darfield and between Darfield, Christchurch City and the wider Selwyn District. To promote multi-modal methods of transport the ODP includes additional pedestrian/cycle connections to enable access back to the centre of Darfield by way of foot and cycle to enhance local access to the proposed business zone for work opportunities. This is consistent with the intention of the RLTP.

The proposed plan change includes the upgrade of the intersection between Creyke Road and SH 73 to provide for additional traffic likely to be using this intersection. This will ensure that the performance of the key infrastructure (SH 73) is enhanced consistent with the RLTP aims.

Selwyn District Plan

The Selwyn District Plan recognises that its urban areas are valued for their sense of spaciousness when compared to metropolitan areas in Christchurch City⁴. Spaciousness is achieved by ensuring there is sufficient public reserve space, and by ensuring a range of section sizes are developed to provide for ample open space within private land. The use of site coverage as a management tool to create the sense of open space is also utilised within urban areas.

The District Plan also recognises that subdividing land in the rural zone is one of the most significant issues facing the District⁵. This needs to be managed in a way that does not result in significant loss of rural land for primary production and does not place additional pressure on Council for infrastructure, particularly in new, non-urban locations.

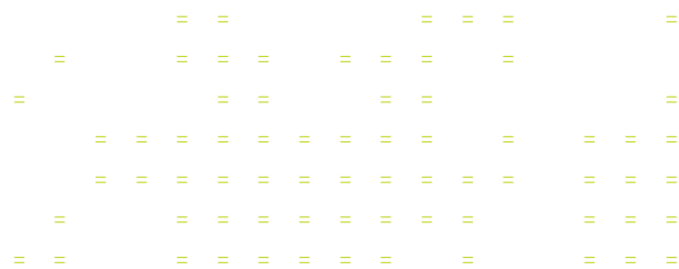
The District Plan strategy for the development of new business zones outside of the defined Greater Christchurch area is to rely on privately initiated plan changes such as this one to create growth⁶.

³ RLTP – page 17

⁴ Section B4.1 Growth of Townships, residential density issues – Townships Volume, Selwyn District Plan

⁵ Section B4.1 Growth of Rural Area, Residential Density and Subdivision – Rural Volume, Selwyn District Plan

⁶ Section B4.3 Residential and Business Development – Township Volume, Selwyn District Plan



Overall the proposal includes an ODP that provides spacious residential sections consistent in scale with adjoining residential sections that have ample opportunity to create open space and maintain the sense of spaciousness valued in the Selwyn's urban areas. This is further enhanced by the proposed landscaping associated with the development that will provide for an increased sense of open space and amenity value. The proposal seeks to utilise existing rural zoned land adjoining Darfield, as oppose to land that is isolated from existing urban areas, thus enabling the extension of infrastructure including established roading, power and telecommunication networks. A full assessment of the proposal against the objectives and policies of the Selwyn District Plan are provided in Appendix 8.

Selwyn 2031: District Development Strategy

The Selwyn 2031 District Development Strategy (Selwyn 2031) was adopted by the Selwyn District Council 4 November 2014. The purpose of Selwyn 2031 is to provide an overarching strategic framework for achieving sustainable growth across the District to 2031. The Strategy seeks to provide higher quality living environments; innovative business opportunities; maintain the district's iconic rural character; explore opportunities to enhance social and cultural wellbeing and better manage the District's natural resources.

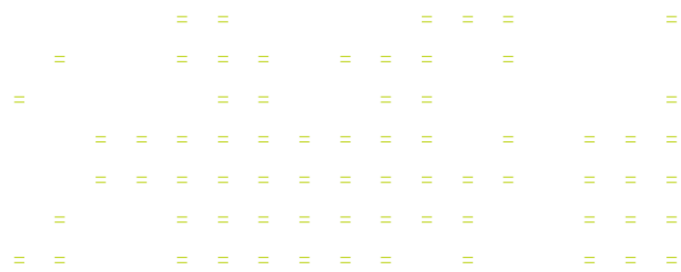
Key actions identified in Selwyn 2031 relevant to the proposed plan change include:

- Strengthen key economic activities by protecting the function of Rolleston, Lincoln, Darfield and Leeston as Key Activity Centres;
- Retain the district's sense of rural identity by adopting a consolidated approach to urban growth;
- Reinforce and enhance the character of each township by requiring outline development plans and the use of good urban design principles within new development areas.
- Provision of a range of housing types to meet the diverse range of social, cultural and economic needs of the community.
- Achieve safe, functional and attractive living and business environments by requiring new development to occur in accordance with outline development plans, design guidelines and to give effect to higher level strategic planning documents.

Consolidating urban growth in and around existing townships, rather than creating new or isolated settlements, is an important strategic direction of the Selwyn 2031. The district already has 21 townships, the majority of which are not large enough to supply employment for residents and many do not have sufficient population to sustain basic business services and community facilities, or to fund basic utilities, such as reticulated sewage treatment and disposal.

There are also a number of isolated pockets of rural-residential development (identified as Existing Development Areas in the District Plan) and clusters of small titles throughout the rural area. Whilst the Council recognises the presence of this historical zoning and smaller rural titles of at least 4 hectares, it does not wish to see this dispersed settlement pattern being duplicated or expanded in the future. Rather, it is envisaged that all new urban development will occur in or adjacent to existing townships. A consolidated growth pattern will promote the efficient and effective provision of both service and social infrastructure and maintain an urban/rural contrast to protect the interests of both urban and rural communities.

Darfield is identified as a Key Activity Centre in the Strategy and is identified as existing commercial/business centres that are focal points for employment, community activities. More specifically Darfield will also have a range of retail and commercial services but will play a secondary role to the Lincoln activity centre in the overall activity centre network. These centres will likely have a rural focus on the goods and services provided compared to



Rolleston and Lincoln. They will serve a large rural area and, in some cases, smaller townships in the surrounding area of each town.

The proposal seeks to utilise a site adjoining Darfield township to provide the sense of consolidation sought by Selwyn 2031. The ODP provides a mix of residential and business zoned land to enable further employment opportunities in the urban area, and to provide space for business activities that can serve the surrounding rural activities.

Malvern Area Plan

The Malvern Area Plan was adopted by Selwyn District Council in September 2016. The purpose of the plan is to provide high-level planning direction to guide the growth and sustainable management of each township in the Malvern area through to 2031. The Plan identifies initiatives to assist in the delivery of the Selwyn 2031: District Development Strategy (Selwyn 2031) vision, which is:

“To grow and consolidate Selwyn District as one of the most liveable, attractive and prosperous places in New Zealand for residents, businesses and visitors.”

Within the Malvern Area Plan, Darfield is identified as the primary settlement and is categorized as a service township in Selwyn 2031.

Issues identified in the Malvern Area Plan for the townships include:

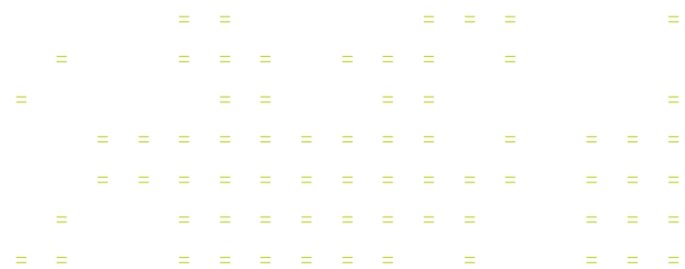
- Preserving groundwater quality, treatment of storm water and wastewater;
- Promoting growth that reflects the form and function of townships; and
- The need to provide for a range of lot sizes and housing types to better meet the needs of the community, particularly in Darfield.

The following underlying growth concepts are also identified in the Malvern Area Plan and are applicable to the site:

- Establishing a town network
- Establishing an activity centre network
- Encouraging increased levels of self-sufficiency.

The location of the business zone is seen as appropriate as it signifies the entrance to the township and builds on the existing synergies of the Business 2 zone on the northern side of the State Highway. The business zone also provides additional and diverse employment opportunities within Darfield that will contribute to the service township function and will aid in creating increased levels of self sufficiency, without detracting from the core business zone in Darfield.

The residential sections provide a logical transition between the ODP area to the south consisting of Living 1 and Living 2A zoning and the area to the west, with deferred Living 2 zoning. The sections are larger than the standard Living 1 zone and will be sufficient to accommodate the treatment of storm water and wastewater in the protection of ground water. Creyke Road acts as a natural boundary on the eastern edge of the township and creates a concentric residential growth pattern in this area in a manner that reflects the form and function of the township. Pedestrian networks further integrate the site into the Darfield Township.



5 Site and Surrounds

Darfield is located some 25 kilometres northwest of Rolleston and 45 kilometres west of Christchurch. It is the main town between Christchurch and the West Coast.

Darfield had its origin in the railway, which opened to Sheffield in 1874. The township grew with the expansion of the Midland Line railway and as a rural service centre. From 1874, it was known as White Cliffs Junction, then Horndon Junction from 1876 to 1879 and finally Darfield, to avoid confusion with Hornby Junction. Residential sections were advertised in 1878.

Darfield serves the Malvern Ward’s arable and pastoral farming area. Within the township there are farming suppliers, primary and high schools, numerous shops and cafés, a library and Selwyn District Council service centre, a hospital, volunteer fire brigade and hotel and motel accommodation.

Darfield’s population growth over recent years can be attributed to a number of factors, including growth in the dairy industry on the Canterbury Plains, more lifestyle blocks and people moving out from Christchurch to the new subdivisions. It is a gateway to the scenic attractions of the Waimakariri and Rakaia Rivers and the Southern Alps, a popular lift-off location for hot-air balloons and the home of Selwyn Gallery, a showcase for the district’s arts.

New industry has established in the township, with the Fonterra Dairy factory located kilometres north-west of Darfield on State Highway 73. The township remains popular as a destination and stop off for snow sports.

The land to which the Plan Change relates is legally described as Section 1 SO 1227, Darfield, and is located approximately 300 m east of the current urban extent of the Darfield Township. The site is contained in Register of Title CB39B/123, which is attached as Appendix 1 to this application.

5.1 Site Details

The application site has a total area of 30.7561 ha. The site has approximately 1,190 m of frontage to State Highway 73 (West Coast Road) and approximately 458 m of frontage to Creyke Road. The eastern most corner of the site abuts the intersection of State Highway 73 with Creyke Road. The site is currently zoned Rural - Outer Plains.

The site does not currently contain any buildings and is used for agricultural purposes. The site has been used for grass/grazing crop since it was purchased and has been used for this purpose since, both by the applicant and through leasing. The northern boundary of the site along SH73 and the eastern boundary adjoining Living 2A deferred zoned land, is lined with pine tree hedging.

There are two access points to the application site, one from Creyke Road and one from SH73 at the western end of the road frontage to the site. These access points provide for farm access and are not formed or sealed in any formal manner. Aerial photographs indicate what appears to be a building located in north western corner of the site, this is a shipping container being stored on the site. In the north eastern corner of the site adjacent to Creyke Road is a set of cattle yards for the sorting and loading of stock. This area does not include any sheep dip activities.

There is a water race running along the southern boundary of the property. A topographical survey of the site has been carried out and is attached in Appendix 4. This shows that the site is generally flat, and outlines where the hedges, water race and other topographical features on the site are located.

Historically the site has been planted in forestry trees and a small portion of the site at the western end was used for the disposal of possum carcasses. There is a dip in the ground at the western end of the site that represents the area of the possum disposal activities. Additionally, historical photographs indicate that uncontrolled fill may have been present at the western end of the site.

The location of the site is shown in Figure 2 below with the existing zoning shown in Figure 3 below:

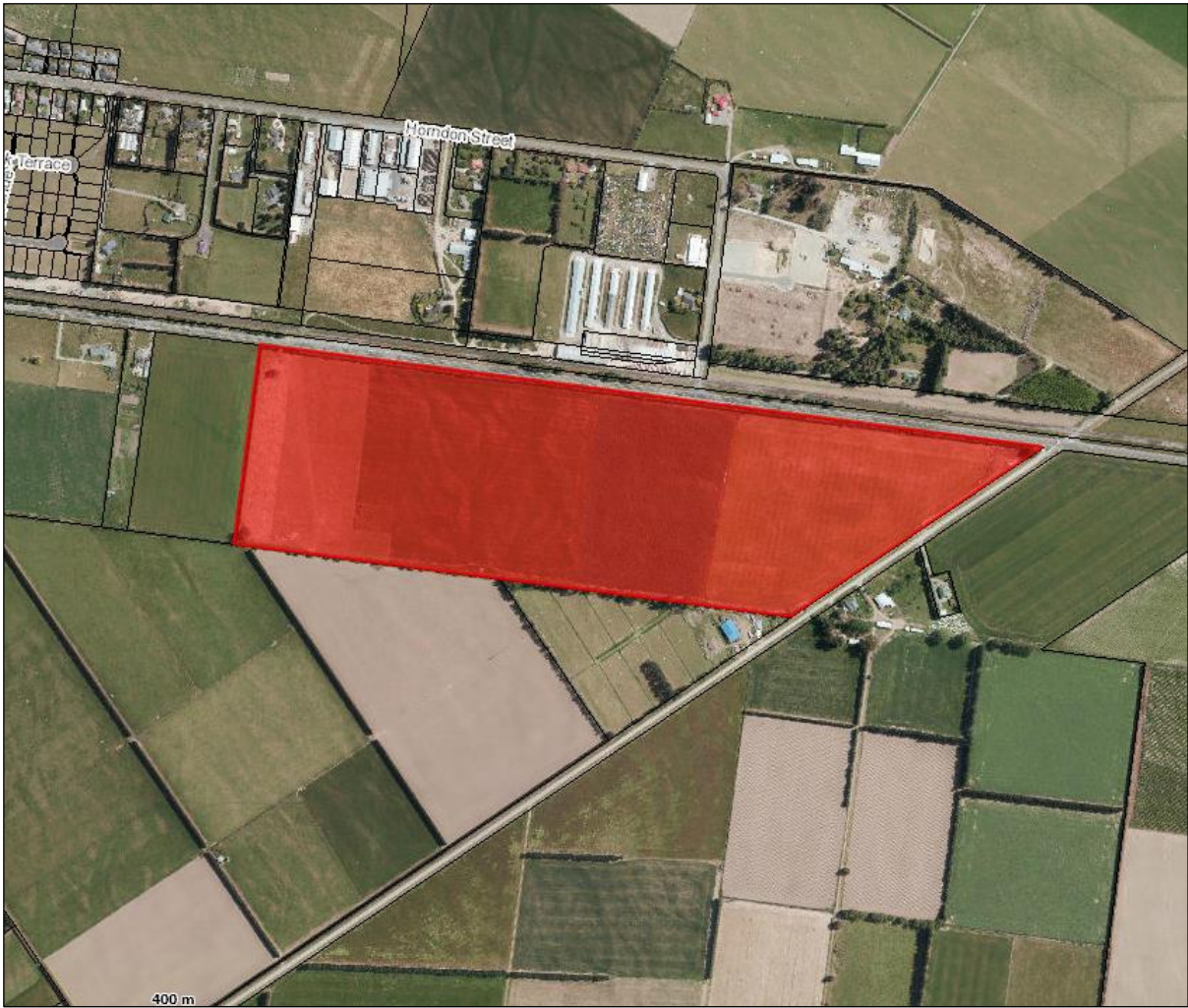
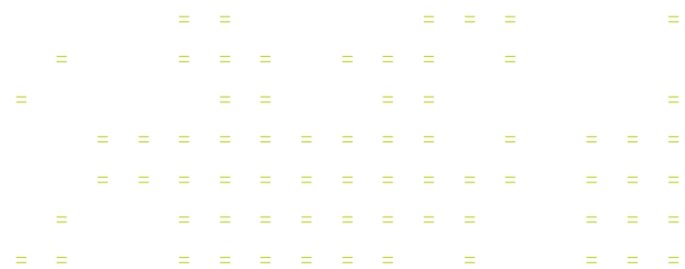


Figure 2: Plan Change site shown in Red

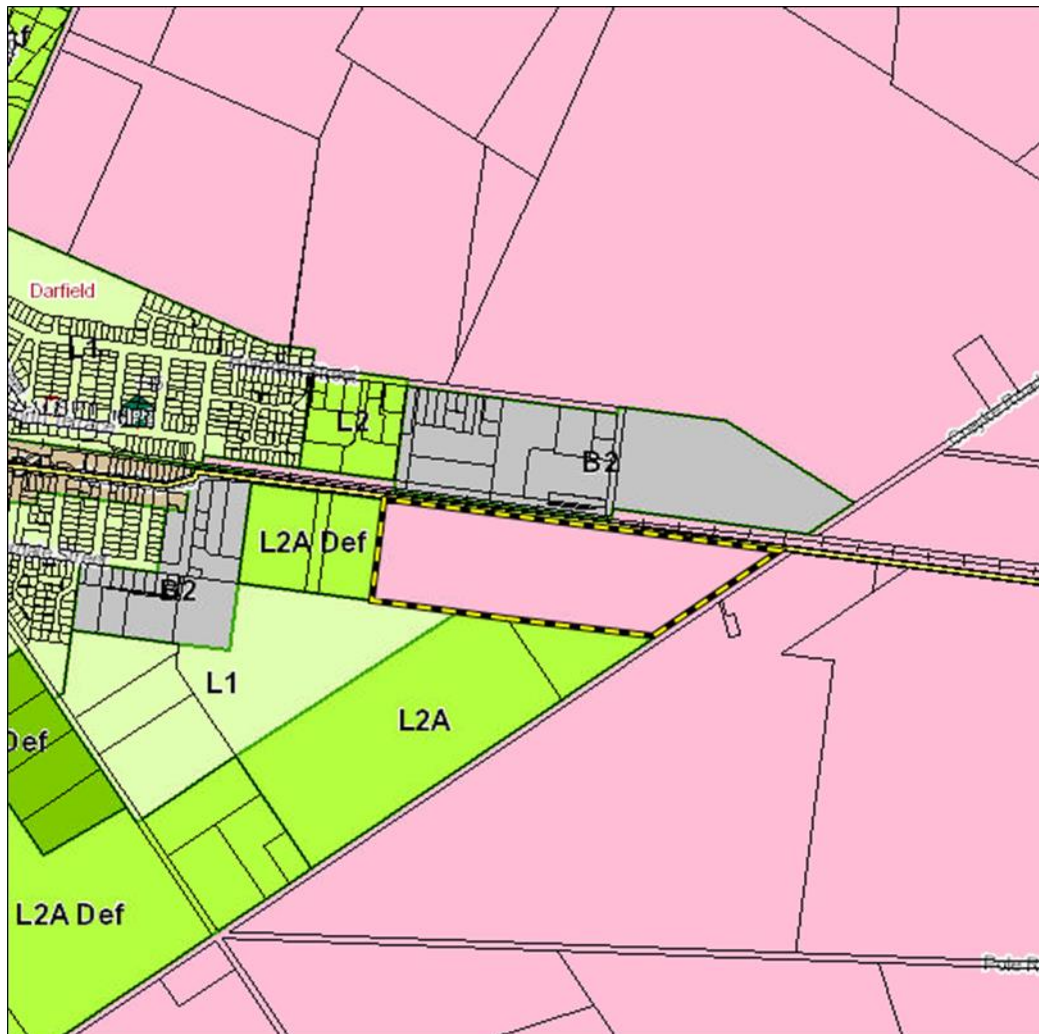
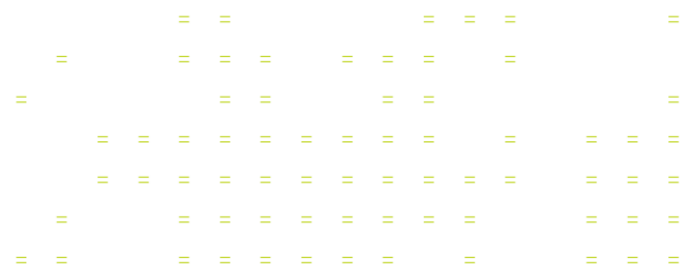


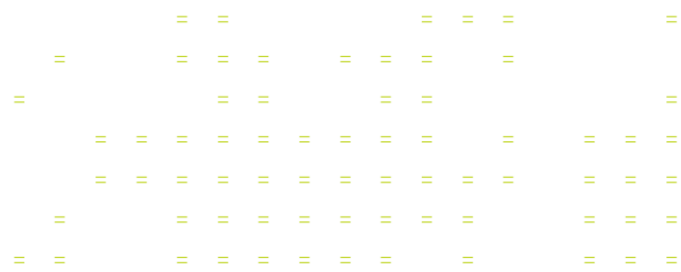
Figure 3 - Zoning of application site, identified by black and yellow outline

5.2 Surrounding Area

Immediately north of the application site (across SH73) for the majority of the site frontage, is zoned Business 2. This is separated from the application site by the width of SH73 and by the Midland Railway Line located on the opposite side of the road from the application site. The Business 2 Zone on the northern side of SH73 contains a clay brick factory, an intensive farming operation, and a number of other industrial businesses. There are also some residential dwellings within the Business 2 Zone.

Adjoining the southern boundary of the application site is the area that was subject to Plan Change 24. This plan change (now operative) resulted in the deferral being removed and an area of Living 1 zoned land closest to Darfield centre and an area of Living 2A zoned land. Both the Living 1 and Living 2A zones now adjoin the southern boundary of the application site. Subdivision of this adjoining land along Creyke Road has begun with a number of titles issued.

Immediately west of the application site is zoned Living 2A Deferred. There are currently two dwellings within this area located at 3277 and 3283 West Coast Road (SH 73) and only have access to the State Highway. The Living 2A deferred zoning in this area allow 1 ha sites and is deferred until such time as an outline development plan has been



included in District Plan to show how the area can be developed in a coherent fashion, and to show that the area can be provided with the relevant infrastructure services, primarily potable water.

On the opposite side of Creyke Road the land is zoned Outer Plains. Creyke Road forms an inherent outer growth boundary for the Darfield Township. The area across Creyke Road includes a dwelling located on a 2,500 m² site, which is surrounded by a site containing approximately 110 ha and a dwelling with associated farm sheds.

5.3 Site investigations

The site has been subject to a number of specific investigations to determine its suitability for development and identify any constraints to development. The following outlines the investigations undertaken and the outcomes of those investigations.

Site Survey

A topographic Survey of the site was completed by Clark Land Surveyors November 2017 and is included as Appendix 4 to this application. The survey identifies the bank of the water race running along the southern boundary of the site and that the site is generally level with no significant topographic constraints present.

Geotechnical Investigation

A Geotechnical Investigation of the site was undertaken by LandTech Consulting December 2017 and included as Appendix 5 to this application. The Geotechnical Investigation Report did not identify any areas of erosion on the site and concluded liquefaction is not likely to occur within the site. The Geotechnical Investigation concludes the site is not at risk of natural hazards, due to the topographic and geological setting.

Preliminary Site Investigation

A Preliminary Site Investigation (PSI) for the site was undertaken by Malloch Environmental Ltd December 2017 and is included as Appendix 6 of this application. The PSI has identified two areas within the application site having a risk of soil contamination: a former poisoned possum disposal pit, and an area of uncontrolled fill and waste material related to a former quarry pit, both in the western most portion of the site.

The PSI has recommended a Remediation Action Plan (RAP) be developed for the former possum pit and remediation should occur as part of the overall development of the site. With respect to the area of uncontrolled fill the PSI recommends a Detailed Site Investigation (DSI) for the potential fill area identified. Both the RAP and DSI for the areas identified can be undertaken at the time of future subdivision as the PSI states neither of the risk areas identified would preclude the proposed plan change from occurring.

Traffic Environment

Carriageway Consulting Ltd have carried out an Integrated Transport Assessment (ITA) for the proposal, which is included in Appendix 9. The ITA addresses issues associated with the potential effects of the rezoning on the operation of the road network as well as discussing consistency with relevant transport related District Plan matters, an evaluation of the plan change including change in travel patterns, any potential adverse effects, and ways adverse effects can be resolved. The report also integrates best practice by incorporating other transport modes such as travel walking, cycling and public transport. The ITA describes the roading network as follows:

The proposed roading connection into the plan change area is via the eastern end of the site, and onto Creyke road. In this location, Creyke Road has a flat and straight alignment, and a sealed carriageway width of 6.5 m but with no

At the northeastern corner of the site, Creyke Road meets State Highway 73 at a four-arm priority ('stop') controlled intersection, with Creyke Road forming the fourth approach towards the north. The intersection has an auxiliary turning lane for the movement from south to west but no right-turn or left-turn lanes on the highway for drivers turning into Creyke Road.

Creyke Road continues to the north of the intersection. Around 20m north of the intersection, the road crosses the railway at a level crossing, which has flashing lights and bells, but no barriers. The road rises up in order to cross the railway.

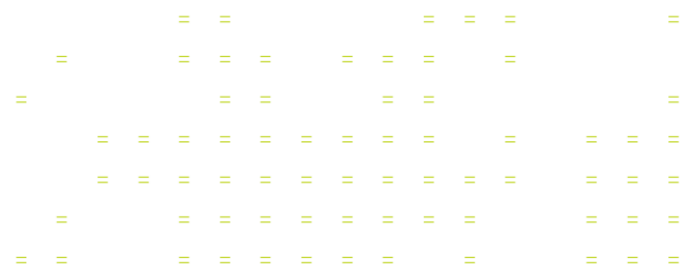
State Highway 73 has a flat and straight alignment and is subject to a speed limit of 100km/h. There is one traffic lane in each direction of 3.6m width and a sealed shoulder of 0.7m on each side, and the carriageway is marked with edgelines and a centreline. There are grassed verges on each side of the highway, with the Midland Railway Line running parallel to the highway towards the north, some 20m away.

There is no specific infrastructure for walking or cycling in the immediate area of the site, although the wide berms are suitable for walking and the low traffic flows on Creyke Road mean that cyclists can share the road with motorised traffic.

The ITA concludes the following:

- The traffic generated by the development arising from the plan change can be accommodated on the adjacent roading network without any capacity or efficiency issues arising.
- The existing road network operates safely and efficiently, as indicated by crash history. However, in view of the increased traffic flows arising from the proposal, an area should be set aside at the north-eastern corner of the site so that the Creyke Road approach can be straightened up in order to improve the ability of emerging drivers to see vehicles approaching from their left.
- Upgrades to the State Highway 73 / Creyke Road intersection to provide auxiliary turning lanes are justified with a right-turn lane needed at 10% of the site being developed and a left-turn lane required at 85% development. The associated seal widening will result in the sightlines at the intersection moving 3.5m further south and they will therefore pass across land outside the road reserve. There are a number of ways in which this can be addressed.
- The ODP will meet (or is capable of meeting) the transportation requirements of the District Plan, although compliance depend on speed limits which are not yet known.

An engineering servicing report (Appendix 4) has been completed by Baseline Group Limited, (dated July 2019) to investigate the servicing requirements for the proposed plan change and subsequent subdivisions. The engineering servicing report outlines the following:



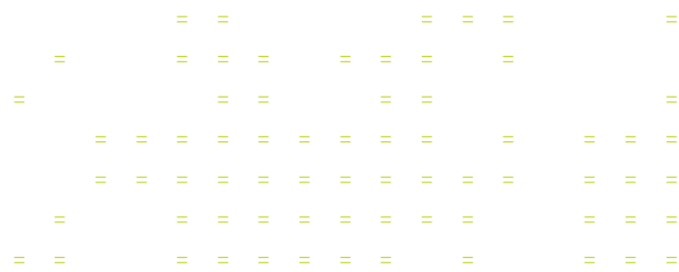
the District Plan requires new buildings for sensitive activities, including residential dwellings, to be located 300 m from existing lawfully established intensive farming operations. There is not a similar rule contained in the business or living zone rules of the Township Volume.

The utilisation of the Living 1 zone, but including larger average allotment sizes, ensures that the proposal can achieve allotment sizes that are appropriate for the interface of a mix of residential and business zones, but continue to fit within the intended residential zones for Darfield under the anticipated District Plan Review and in light of the direction given with National Planning Template provisions.

This proposed business zone adjoins the existing Business 2 zone across State Highway 73, although no direct vehicle access to this road is proposed. The existing informal farm entrance on the north western side of the site to SH73 will be closed. The location of the Business 2 zone along the northern portion of this site precludes residential activity in this area with the exception of residential activity associated with custodial purposes. This will limit the exposure of residential activities to the permitted intensive livestock farming activities and any noise, dust or odour effects generated from the existing Business 2 zone across SH 73.

As shown on the ODP in Appendix 2, the site contains an internal road structure to facilitate separate traffic movement to the business area and the residential area. The road through the residential area will provide future connect opportunities with the adjoining allotment to the west. There will be only one external access point to the site from Creyke Road. No connection is proposed to the State Highway.

Word of this consultation is attached in Appendix 11



The proposal includes an external road connection to Creyke Road located 400 m southwest of the intersection with State Highway 73. It is proposed that this will provide access to the business zone and will terminate in a large cul-de-sac. A secondary road off this will provide for the residential allotments on the southern portion of the application site and will also provide a future connection to the Living 2A Deferred land to the west of the application site.

It is also proposed to realign the intersection of Creyke Road and SH73 to provide for clearer sight lines and improved functioning at this intersection. The details of the proposed realignment and the reasons for this are set out in the Transportation Assessment contained in Appendix 9. This realignment will enable the traffic from the application site to integrate into the surrounding traffic environment in a safer manner. A new rule in both the business zone chapters and the living zone chapter of District Plan sets out that prior to large scale development of the ODP are the intersection is to be upgraded. This rule allows for some subdivision development to occur, in recognition that the road has some capacity to absorb development without the need to upgrade the road network.

The Transport Assessment contained in Appendix 3 considers how a future subdivision might meet the current roading standards of the Selwyn District Plan as part of any future subdivision (section 8 of that report). The specific details of any future roading design will need to be considered at the time of subdivision, however the visual elevations of the street environment provided in Appendix 12 make it clear that an appropriate roading environment can be achieved in the proposed road network.

6.4 Landscaping

There will be a 10 m wide amenity landscaping along the length of the SH 73 boundary replacing the existing Pinus Radiata hedge bordering this road boundary. The amenity landscaping will extend down Creyke Road to the main entrance to the site and will continue to run the length of the business zone along the spine road and its interface with the residential zone on the western boundary. There will be a 10 m building setback within the business zone to provide for this landscaping strip. This will result in a 30 m separation between the proposed business zone and the proposed residential zone that includes the landscaping strip and the road width.

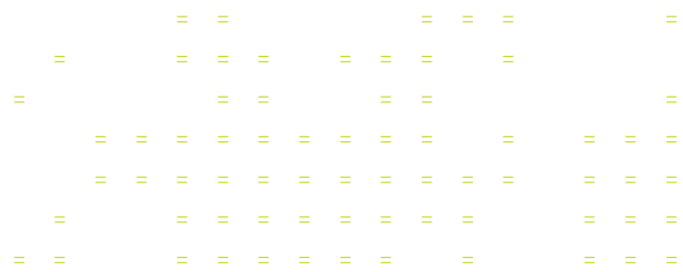
Along SH 73 the amenity strip will act as both a physical separation from the road network and a visual screening for the public on this main road. The proposal seeks a business zone adjoining the State Highway for the full length of the road boundary.

The landscaping strip is to be planted prior to the development of a principle building on a site within the business zone and is to be irrigated for 2 years to enable appropriate establishment. Any planting is to be carried out in accordance with the planting layout specified in the ODP in Appendix 2. This shows the use of varied planting heights across the width of the landscaping strip and the use of a single row of upright trees able to grow to a height of 10m.

A separate 1 m maximum height low growing area around the Creyke Road/SH 73 intersection is proposed that provides for sight clearance for vehicles using this intersection in accordance with the recommendations of the Transport Assessment contained in Appendix 9. Plants in this area will be limited in height to specifically enable clear visibility when exiting Creyke Road onto SH 73. Visual images of the landscaping details and the overall anticipated appearance of the site are attached in Appendix 12.

6.5 Services

An engineering servicing report has been prepared for the application site and is included as Appendix 4 to this application. Provision of services to the site are summarised as follows:



Water

Selwyn District Council have indicated a preference for the identification of a suitable allotment within any future development of the site to install a bore and water treatment to augment current reticulated supply to Darfield. This would provide unrestricted potable and fire-fighting water supply to the application site. The current rules structure of the Plan requires that water supply is available at the time of subdivision. A suitable solution to augment the current water network will be required to be installed as part of the subdivision and given the ground conditions of the site a bore is anticipated to provide the necessary supply. The proposal does not preclude individuals from collecting rainwater from their roof areas to utilise within their own properties.

Wastewater

Any new residential allotments will require on-site wastewater disposal, which can be accommodated within the proposed allotment size averages of 1,950m² as is occurring elsewhere in Darfield. Specifically, designed wastewater disposal for business activities will need to be considered at the time of development and specific for the nature of the activities within each allotment. Any new allotment created when subdividing the application site in accordance with the proposed ODP will require a discharge consent from the Canterbury Regional Council at the time of subdivision.

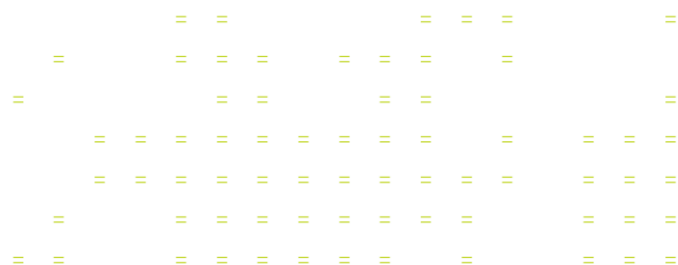
Should reticulation be established in Darfield prior to any subdivision of the application site then reticulation can be installed at the time of development.

Stormwater

Due to the presence of low groundwater levels and lack of reticulated stormwater network it is proposed stormwater from the site is discharged to ground via soak pits. Discharge to ground is assessed as a discretionary activity under the Canterbury Land and Water Regional Plan and stormwater discharge consents would be required for any allotments created by future subdivision at the time of engineering approvals. This does not preclude individuals from collecting rainwater from roof areas for use at the time of residential development within sites.

Electricity and Telecommunications

Both Orion and Chorus NZ Ltd have confirmed the application site can be serviced with reticulated power and telecommunications respectively from existing networks. The details of such connections would be confirmed at the time of future subdivision.



7 Proposed District Plan Amendments

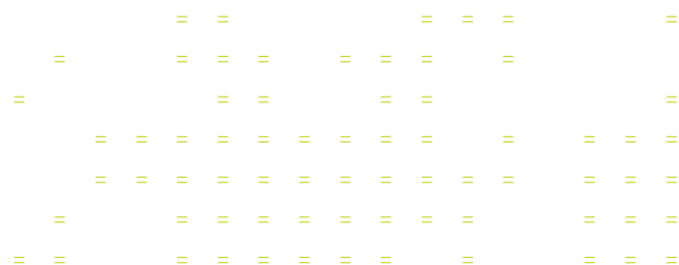
It is considered that the most appropriate means to achieve the proposed Plan Change is to largely adopt the existing provisions of the Business 2 zone of the Selwyn District Plan, as well as including some additional rules relating to landscaping and setbacks within this area. Additional new rules relating to the timing of the upgrade of Creyke Road and SH 73 is also proposed. No new objectives or policies are proposed as part of the Plan Change as it relates to either the Business or Living zones.

The changes sought to the Selwyn District Plan in order to enable the proposed rezoning to proceed are outlined in Table 1 below.

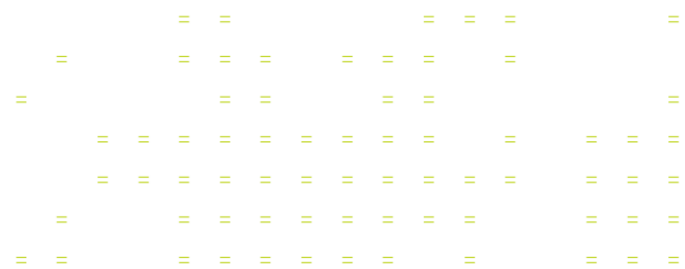
Text that is proposed to be added is shown as **bold italics and underlined**. Deletions are shown as **bold italics with a strikethrough**.

Table 1: Proposed District Plan Amendments

Amendment 1: New Appendix	<p>Add <u>Appendix X ODP - Darfield East</u> to Township Volume - containing Outline Development Plan contained in Appendix 2 of this plan change.</p> <p><i>Note: This is referred to as "Appendix X" for the purpose of this rules table but should be inserted as the next relevant appendix number in the District Plan.</i></p>
Amendment 2:	Amend Planning Maps to rezone the application site from Rural (Outer Plains) to Business 2 and Living 1 consistent with the proposed ODP.
Amendment 3:	<p>Amend Rule 12.1.3.16 as follows:</p> <p>Any subdivision of land within the area shown in Appendix 47 - Living 2A Darfield - Bangor Road Outline Development Plan, <u>and</u> within the area shown in Appendix 41A - Living 2 Darfield - Creyke Road Outline Development Plan, <u>and within the area shown in Appendix X - ODP- Darfield East</u>, shall comply with the layout and contents of that Outline Development Plan and shall comply with any standards referred to in the Outline Development Plan.</p>
Amendment 4:	<p>Insert new rule after Rule 12.1.3.16 as follows:</p> <p><u>No subdivision of land in the Living 1 zone shown in the ODP - Darfield East in Appendix X shall take place until a potable water supply is available that is capable of serving lots within the subdivision.</u></p>
Amendment 5:	<p>Insert new rule after rule 12.1.3.16 as follows:</p> <p><u>Prior to any development within the Business 2 Zone, or prior to the development of the 18th residential allotment within the Living 1 Zone (whichever occurs first) shown in the ODP - Darfield East in at Appendix X, the intersection of Creyke Road and State Highway 73 shall be upgraded in accordance with the ODP.</u></p>
Amendment 6:	<p>Insert New Rule after 16.1.4 as follows:</p> <p><u>Any principal building in that part of the Business 2 Zone located south of the State Highway and west of Creyke Road shown as Business 2 Outline</u></p>



	<p><u>Development Plan (Darfield East) at Appendix X if the following standards are met:</u></p> <p><u>All landscaping along the external perimeter of the Business 2 Zone as depicted on the Outline Development Plan at Appendix X, shall be landscaped to the following standards:</u></p> <ul style="list-style-type: none"> <u>- A landscaping strip shall be established along the Business 2 Zone side of the common boundary to a depth of 10 metres.</u> <u>- Landscape planting and an irrigation system shall be undertaken in accordance with the Outline Development Plan at Appendix X. Irrigation is to be provided for a minimum of 2 years following the establishment of the landscaping.</u> <u>- All landscaping, once matured, shall meet the minimum heights depicted in the ODP East Darfield in Appendix X.</u> <u>- The landscaping planted shall be maintained and if dead or diseased or damaged, shall be removed and replaced.</u> <u>- No accessory buildings, fences, or structures shall be erected within the 10 metre landscape strip.</u> <u>- Before any principal building is erected on any parcel of land subject to Rule 16.1.4, all of the landscape planting, irrigation system and fencing shown on the Outline Development Plan at Appendix X on that allotment shall be completed.</u>
Amendment 7:	<p>Insert new rule after Rule 16.7.2.10 as follows:</p> <p><u>In that part of the Business 2 Zone located at the corner of State Highway 73 and Creyke Roads, Darfield, as depicted on the Outline Development Plan at Appendix X:</u></p> <ul style="list-style-type: none"> <u>- Road boundaries: 10 metres</u> <u>- Internal boundaries adjoining a residential zone: 10 metres</u>
Amendment 8:	<p>Insert new rule after 22.13 as follows:</p> <p><u>22.14 - Development within the Business 2 Zone East Darfield ODP</u></p> <p><u>22.14.1 Prior to any development within the Business 2 Zone, or prior to the development of the 18th residential allotment within the Living 1 Zone (whichever occurs first) located at the corner of State Highway 73 and Creyke Roads, Darfield, as depicted on the Outline Development Plan at Appendix X, the intersection of Creyke Road and State Highway 73 shall be upgraded in accordance with the ODP.</u></p>



8 Description of Environmental Effects

In accordance with Clause 22, Schedule 1 of the RMA, the following is a description of the actual and potential effects on the environment arising from the proposed activity. This assessment includes consideration of the relevant matters set out in Clauses 6 and 7 of the Fourth Schedule.

The potential effects of the activity can be categorised into the following key areas:

- Effects on the form and function of Darfield
- Residential or rural character and amenity
- Neighbourhood and wider community effects
- Effects on ecological values
- Natural and physical resources
- Traffic effects
- Cumulative effects
- Positive effects

8.1 Effects on the Form and Function of Darfield

A potential effect of establishing Business 2 zone and a new Living zone along SH 73 out to the Creyke Road boundary is the elongation of the township. This has the potential to distribute the focus of commercial activities from the existing village area.

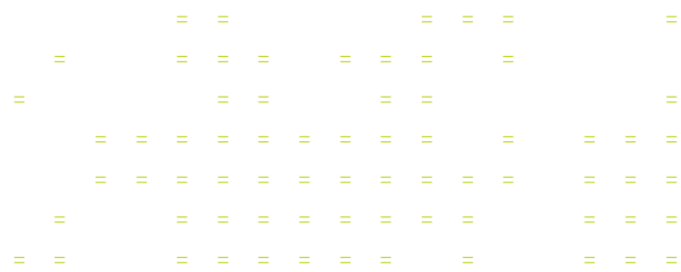
The proposed plan change area has been identified as a logical progression to the built form of the town through the various planning documents. These documents have sought to increase levels of self-sufficiency for the district's townships. The rezoning of the area will provide a known and sustainable pattern of development for Darfield. The Business 2 zone will provide a symmetrically zoned entrance to the township from the east, thereby both confirming a start point for the town and a natural end point.

The proposed ODP utilises an entrance point to the application site from Creyke Road and avoids access from the State Highway. This along with the landscaping along the boundary with SH 73 will encourage patterns of development within the business zone that are inward facing rather than fronting SH 73. This will discourage the use of the area for business development that would compete with or detract from the existing Business 1 Zone in the centre of Darfield. The proposed access and landscaping provisions within the ODP encourages the use of the site in the manner anticipated under the Business 2 Zone to provide services to the rural activities surrounding Darfield and to existing business activities within Darfield.

Darfield is a rural township that experienced steady population increase through the early part of the millennium. Following the Canterbury Earthquake sequence, the population of Darfield has increased as a result of displaced residents seeking residential properties and lifestyle blocks for new dwellings. The proposed rezoning will provide both residential and commercial opportunities to support that growth and help build a sense of self-sufficiency in terms of local employment opportunities.

8.2 Residential and Rural Character

The proposed plan change will have effects on the rural character of the existing site and surrounding area. It is proposed to enable the application site to change from rural use to business and residential use. The effects of this change will have a positive effect for the growth of Darfield in a concentric and compact manner.



It is noted in terms of surrounding context on the western and southern boundaries of the site, these have been rezoned for residential use. To the north of the application site is zoned commercial and to the east is Outer Plains. The surrounding areas has already been altered from a distinct rural character to a somewhat urban environment by the existing urban zonings located on three sides of the application site. The proposed plan change seeks to complement the existing urban zonings immediately adjoining it by seeking larger allotment sizes for residential activities that coordinate with the adjoining Living 1, Living 2 and Business 2 zonings, and to provide for the development of Darfield out to Creyke Road as a logical extension to the urban area of Darfield.

Physical changes may involve the loss of rural pastures and erection of dwellings and commercial businesses and associated roads and infrastructure. It is proposed to maintain and enhance the level of landscaping along the State Highway frontage and provide additional landscaping along Creyke Road and the buffer area between the business and residential zone. The residential allotments will have gardens, hard stands and driveway paving associated with dwellings and outbuildings. In essence, the allotments will appear to be an extension of the existing village environment and will not retain rural character values.

Residential allotments along Creyke Road will be required to have similar fencing treatment as the adjoining development created under Plan Change 24 to provide for the continuity of treatment along this road frontage and to maintain the sense of rural character that ties into the Rural Outer Plains Zoning, east across Creyke Road.

Restrictions as to the size and number of residential allotments, their boundary treatment along Creyke Road frontage and the areas of landscaping along boundaries adjoining the proposed business zone will avoid significant effects on the surrounding rural character to the east of the application site, or to the residential character to the west and south of the application site.

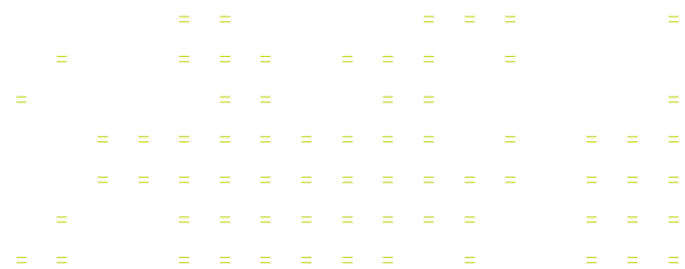
8.3 Neighbourhood and Wider Community Effects

Reverse Sensitivity

An assessment of potential effects on the neighbourhood and wider community includes consideration of potential ‘reverse sensitivity’ effects that could be generated as a result of rezoning the site. Reverse sensitivity effects can occur following the establishment of a new residential activity, whereby any new resident may have an issue with noise, odour, dust, or other effects arising from existing activities on adjoining sites, thereby creating conflict.

The Malvern Area Plan identifies the site of the proposed Plan Change as ‘suitable’ for either rural residential development or business zone, notwithstanding its proximity to an intensive farming operation across SH 73.

In the rural zone, the District Plan provides rules to ensure a 300 metre set back distance for sensitive activities including dwellings near intensive farming operations. In this sense any residential building within 300 m would be subject to a resource consent process, conversely any building within the 300 m set back should be non-residential. For this reason, it is proposed to use the business zone and its associated landscaping requirements as a physical buffer to the residential sites from the existing intensive farming operation. The existing road and rail network and the buildings associated with the Clay Brick Factory provide additional physical separation between the residential component of the proposed plan change area and the existing poultry farm. This separation will avoid the likelihood of effects associated with the legal operation of the poultry farm adversely affecting new residential activities within the proposed living zone on the application site. There are a number of residential dwellings within 300 m of the poultry farm presently who do not appear to be adversely affected by the intensive farming operation suggesting it does not generate significant adverse effects. Given this it is considered that the approximate 250 m setback to the edge of the proposed Living 1 zone created by the proposed plan change will also avoid any adverse effects.



Similarly, a reverse sensitivity effect is possible where the proposed Business 2 zone has an interface with the proposed Living 1 zone. The Business 2 zone is a zone which allows a wide range of commercial and industrial activities to establish as a permitted activity. These activities that could be established by right, could have a detrimental effect on the amenity of the proposed residential neighbours. The mitigation measures are illustrated in the ODP and include a landscaping strip and a 20 m wide road formation between the proposed business and living zones within the site and a 10 m wide landscape strip between the proposed business zone and the adjoining living zone to the west. A 10 m building setback from boundaries with residential zones is also proposed as a new rule within the district plan to provide for business activities to be set back from adjoining residential neighbours. There are existing rules within the business zone designed to mitigate effects across business/living zone boundaries that will be applicable to any activity seeking to establish adjacent to the residential zones. Given these measures, it is considered that any effects between the proposed Business 2 zone and the proposed and existing surrounding living zones will not be significant.

A potential reverse sensitivity effect may arise from the lawful operation of the Clay Brick Factory across SH 73. In this case an assessment by NZ Air has been carried out to determine if the discharges from the factory are likely to have an effect on the proposed residential zone in a manner that would create the potential for reverse sensitivity effects. The report determined that the Clay Brick Factory, operating in a manner that generates the greatest level of discharge (i.e. the worst-case scenario), it is still unlikely to have an effect that would be discernible from within the proposed living zone. Given this, it is considered that there is no potential for adverse effects arising from the lawful operation of the Clay Brick Factory.

Character and Amenity

The District Plan seeks that in rural zones, rural character is maintained and sets out a preferred growth option for Darfield which generally provides a concentric pattern of development with lower density residential development on the periphery and graduated higher densities towards the center of the township.

The site has been identified in the Malvern Area Plan as area DAR6 in anticipation of future development. Given this identification, a reduction in rural character has been signaled as appropriate for the township and recognises that Creyke Road as a development boundary to accommodate future growth. Any increase in density across the site will give the site a more enclosed appearance and reduce the open space character experienced in traditional rural farmland. Despite this, the sense of rural character can be maintained across the site and when viewed from public roads and adjoining land. It is proposed to require residential dwellings along Creyke Road to utilise similar fencing treatments as other properties along Creyke Road consistent with the ODP for Plan Change 24. This will maintain the sense of rural character already anticipated along Creyke Road in conjunction with larger residential allotments. The proposal also seeks to utilise larger allotments with an average of 1,950 m² and to limit the number of allotments within the zone to 35. This will ensure the goal of larger allotments towards the periphery of Darfield is achieved, while maintaining the allotment structure anticipated to be imposed within Darfield under the National Planning Template provisions.

The ODP includes landscaping treatments within the proposed Business zone to retain and enhance the amenity values of the surrounding area. The use of large building setbacks by way of a new rule will provide a 10 m building setback combined with required landscaping treatments. This will ensure that new business zone activities do not adversely detract from the surrounding character and amenity values.

Visual Amenity

The site currently has a rural zoning and the development of the site will change the appearance of the site from open farmland surrounded by shelterbelts to a business zone and residential activities. It is noted that the principle

Given the presence of the pine hedge along SH73 and the western boundary, there will be little change in the visual appearance of the site. From the east and south the change will be from open space to built form. The large allotment sizes outlined in the ODP with an average of 1,950 m² ensures there is a sense of space retained along the southern boundary. Fencing treatment along Creyke Road provides consistency with adjoining Living 2 zoned land to the south. Landscaping required on the ODP along the eastern boundary of the proposed business zone will provide a high level of visual amenity when viewing the site from Creyke Road and east along SH 73.

Overall it is considered that although the visual amenity will change, the proposed rezoning includes sufficient provision for landscaping, fencing treatment and open space at a scale that will not detract from the overall high quality visual amenity of the site consistent with urban spaces within Darfield and other towns in the Selwyn District.

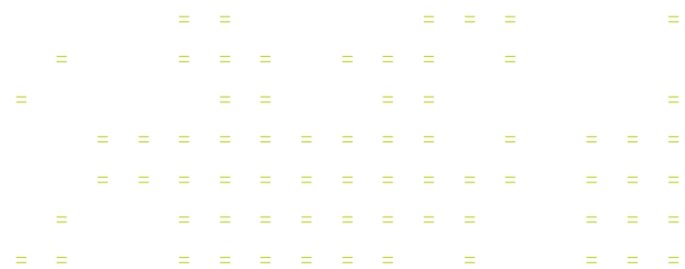
The application site has been used primarily for agricultural purposes and is significantly altered from any natural state which it may have once had. There are no areas of ecological significance identified on the site, nor are there any waterways with ecological significance identified.

The soils across the Canterbury Plains are versatile and well suited to cropping and grazing and the application site is consistent with this. Once rezoned, the land will no longer be available for rural production. However, the location of the site surrounded on three sides by urban zoned land and adjoining an existing urban area also makes it a logical extension of Darfield. The site has been identified as appropriate for urban development through the Malvern Area Plan.

The location of the site in the immediate vicinity of Darfield and the increase in demand for safe, stable land in proximity to Christchurch, are considered to mitigate any argument for the retention of soils for productive purposes in this case. The proposal will provide for the consolidated development of the township and will assist in avoiding the need for non-rural activities to establish in the rural zone beyond Creyke Road.

The proposed plan change will enable the development of the site from farmland into residential and business activities. This change in activities on the site will have an effect on the overall physical farmland resource of the entire district. It is well known that as development occurs in the Canterbury Plains, there is a threat to the amount of economically viable farmland remaining. Such farmland is considered to be an important physical resource for the region as a whole, providing meat, milk and fibre for national and international consumption.

It is for this reason that regional and district policies and strategies have been established to ensure development occurs in a manner that retains the farmland resource. The focus of many of these documents is to promote sustainable development within or adjoining existing settlements. The proposed plan change is located adjoining the existing township of Darfield, and while there will be a loss of productive rural farmland as a result of the proposed rezoning, it is considered that the location of this site, and its adherence to the policies and strategies designed to protect rural farmland, this loss of rural farmland will not have a significant adverse effect on the overall quality and area of rural farmland in the Selwyn District, but rather will provide for the demand for housing and business land without compromising larger more viable farming enterprises.



Infrastructure

The plan change will enable the development of land to accommodate 35 new residential sites and a range of business activities that will be relying on water supply and on-site wastewater disposal. With the large number of existing on-site wastewater disposal systems in Darfield of various ages and under varying degrees of maintenance, there are questions as to the potential effect existing wastewater systems are having on the quality of groundwater passing underneath the township. The proposed plan change will enable 35 additional residential allotments over 7.1 ha and a range of business activities over 17.5 ha that may require onsite wastewater disposal. Owners of these allotments will be required to obtain resource consents from Environment Canterbury at the time of development to provide for on-site systems. In each case, systems will be designed utilising best practice guidance from Environment Canterbury to minimise potential effects on groundwater, including cumulative effects. Systems such as Oasis Clearwater systems provide on-site wastewater disposal that can achieve the quality of outputs anticipated by Canterbury Regional Council.

The low residential density proposed across the site, the ability to install high quality wastewater systems, and the large depth to ground water, means that there are unlikely to be any actual effects on groundwater arising from onsite wastewater systems. Consideration of specific design will be required to be made as part of any application to the Canterbury Regional Council.

In terms of the business zone it is unknown what future activities will establish within this zone and what the likely waste discharge requirements will be, however any activity will require consent from Canterbury Regional Council for any discharge and adverse effects on the environment will be considered at that time. Future activities on this site will be limited by the ability to obtain discharge consents required.

Energy

The development of residential activities on the site will change the nature and rate of energy consumption in the area. However, given modern house design codes and best practices, it is considered that the overall ODP area will be more energy efficient than older parts of the Selwyn District.

The use of non-motorised transport is promoted by creation of walkway and cycling tracks that will provide a connection to the proposed Business area and activities. By being able to choose readily available walking and cycling routes, overall energy consumption will be reduced when compared to the sole use of motorised transport.

8.6 Traffic Effects

The proposed change of use on the site as a result of rezoning for business and residential use will increase the volume of traffic within the site and surrounding road network, including the road intersection between Creyke Road and SH 73. An assessment of the transportation effects has been provided by Andy Carr of Carriageway Consulting Ltd and is included in Appendix 9 of this application. The Carriageway report concludes that the nature and volume of traffic generated from the development of the site is likely to change as a result of this plan change but can be accommodated on the adjacent roading network without safety, capacity or efficiency issues arising.

As a result of the transport assessment, the ODP proposed as part of the Plan Change includes provisions for pedestrian and cycle access internally between the proposed business zone and residential zone road networks and potential links to adjoining land to the south. This will provide alternative forms of transport as prioritised by the CRPS, and by the objectives and policies of the District Plan.

The ODP also makes provisions for the realignment of Creyke Road where it intersects with SH 73 to straighten the approach to the Highway from Creyke Road and enable improved sight lines in accordance with the recommendations of the transport assessment. Landscaping provisions as part of the proposed rules and ODP seek

Subject to the compliance with the road alignment changes and landscaping restrictions provided for in the ODP and proposed rules, any traffic effects generated by enabling the rezoning of the application site will be able to be provided for within the surrounding road network.

This plan change provides for the change of land currently used as farmland to be developed into residential activities. It is noted that this will add to the total area in the Selwyn District being converted from farmland into residential dwellings in a cumulative manner, however such growth is anticipated by strategic planning documents Malvern Area Plan. This document seeks to ensure that such development occurs in a manageable and sustainable manner.

Given that the proposed plan change will enable development that is anticipated by strategic planning documents and includes sufficient measures to avoid adverse environmental effects on the site and surrounding area, it is considered that the rezoning of the application site will not have an adverse cumulative effect.

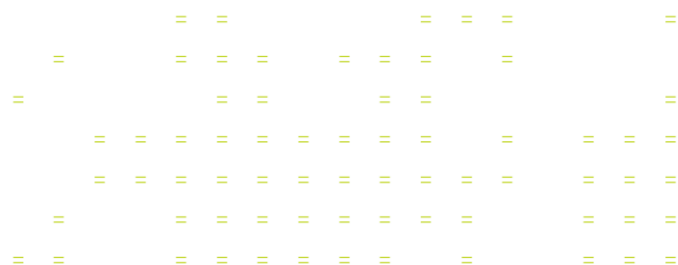
The application site represents the logical eastern expansion of the Darfield township and will reinforce Cryke Road as the urban containment boundary for the township. The proposed Plan Change will allow for the application site to be developed in future for residential and commercial purposes, increasing the rate payer base for the District of Selwyn and helping to meet the future demand for business and housing in the area. It will provide high quality living and working opportunities in a location which presents excellent connection to Rolleston and Christchurch.

The proposed plan change has a range of actual and potential effects on the environment.

The key environmental effects relate to loss of productive land, reverse sensitivity, character and amenity and the implications of rezoning the site to a combination of business and residential zones.

The location of the application site adjacent to the existing township ensures compact urban form. The separation between residential activities and the existing clay brick factory and intensive farming operation across SH73 avoids reverse sensitivity effects. The use of similar boundary fencing treatment of residential sections along the length of Creyke Road continues the sense of rural character established in this area by the Living 2 A zoned land south of the application site. The proposed landscaping around the business zone ensures amenity values are maintained and enhanced.

Given the assessment above, it is considered that the overall effects on the environment are able to be accommodated in this area. The proposal represents a sustainable and practical extension to Darfield Township.



9 Urban Design and the Outline Development Plan

Urban design is a process used to provide direction for growth, conservation and change. The Outline Development Plan (ODP), which can be used as a framework for new development on a long-term basis, is the instrument to display such design directions.

The District Plan provides a definition of an Outline Development Plan as being:

A plan of a specified area including in the District Plan, which identifies, in a general manner, the road layout, any storm water facilities, reserve areas or other matters required to be provided for, or included in any subdivisions or development within the area of the Outline Development Plan.

The attached ODP in the Appendix 2 provides the overall layout of the road network, the road side reserve areas, and the proposed living a business zones. It identifies areas where landscaping is required and shows the altered Crekye Road layout.

It is anticipated that as part of the plan change process, the ODP will be incorporated into the Selwyn District Plan. Any future development of the site will be undertaken in general accordance with the ODP, as reflected in the new rules proposed by the plan change which refer specifically to the ODP.

The ODP is in keeping with the design qualities of the Ministry for the Environment's Urban design Protocol and the principles, objectives, policies and rules of the Selwyn District Plan. It provides a coordinated concept for the development of the site while also providing mechanisms to mitigate adverse environmental effects.

9.1 Objectives of the Outline Development Plan

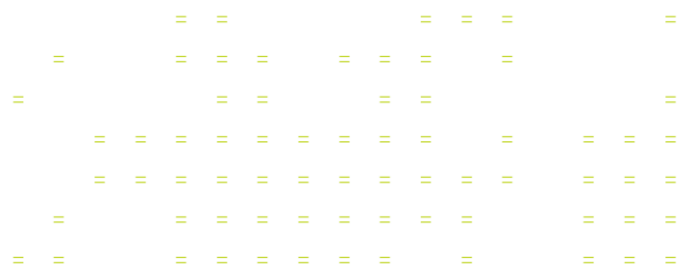
The Canterbury Regional Policy Statement requires that development of greenfields residential growth shall occur in accordance with an outline development plan. In order to effectively co-ordinate and integrate a number of separate but interrelated structural and design elements, separate network layers are required to be developed. When overlaid, the individual networks layers are required to demonstrate a high level of alignment and cohesion that both support and complement each respective function and aim.

The ODP that accompanies this application has the following basic objectives:

- To provide an attractive living environment for future residents.
- To provide an attractive business environment for future tenants.
- To provide a safe living environment for future residents.
- To provide efficient and safe movement of people through the area, utilising both motorised and non-motorised forms of transport.
- To provide effective and efficient servicing for the area.
- To maintain or enhance the visual character of the area by increasing the amount of landscaping and adding specific design elements.

Green Network objectives

The Green Network refers to the system of public open space provision throughout the site. These spaces offer a wide range of amenity and recreational experiences, and their location and alignments are often intrinsically linked to both the underlying land use and the Blue Network in respect of stormwater management and public access. The objectives of the green network are:



1. Conveniently accessible, appropriately sized recreation reserve and safe public areas having a high degree of co-ordination and integration with existing open space areas.
2. Retention, utilisation and enhancement of existing natural ground features.
3. Provision of public open space within walking distance of residential dwellings.

Blue Network Objectives

The Blue Network refers to the 'above ground' system designed to meet the future anticipated stormwater quality and quantity requirements for greenfields residential growth. It includes swales and other surface drainage paths as well as treatment and detention facilities within existing surface drainage paths and natural basins and depressions. It is important for the Blue Network to recognise the local or physical conditions of a site.

Design of the Blue Network should incorporate and utilise these features appropriately. Engineering solutions that ignore local conditions in order to maximise residential yields are to be avoided. The objectives of the blue network are:

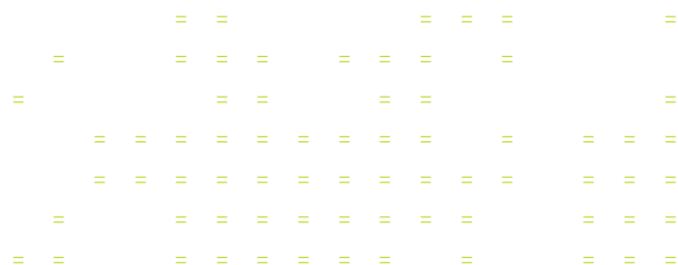
1. A complementary approach whereby surface stormwater treatment areas are located nearby green network spaces.
2. An outline development plan with integrated stormwater management that utilises best practice low impact techniques, which will result in sensitive stormwater quality and quantity requirements except where local conditions make engineered stormwater management techniques a necessity.
3. Utilisation of the land/water edge potential to enhance amenity and natural values, including habitat values, particularly along any existing and future waterways and surface drainage paths.

Movement networks

The Movement Network refers to the system of public roads, cycle ways, pedestrian pathways, public transportation and linkages throughout any Greenfield residential growth. This system often has a strong correlation with the Green and Blue Networks in respect of providing for essential pedestrian and cycle way linkages. The distribution of land uses and residential densities across a greenfield residential growth site has a strong association with this network. The objectives of the movement network are:

1. A transportation network that integrates greenfield residential growth into the surrounding transportation network and makes available to that area maximum multi modal transport opportunities.
2. A well connected, comprehensive Movement Network to, through and from greenfield residential growth which provides public transport routes and safe vehicle, pedestrian and cycle movements that is highly accessible through the formation of a network that:
 - Integrates with the strategic transportation infrastructure.
 - Is legible, well connected and clearly demarcated in a hierarchy that incorporates as many movement modes as possible.
 - Efficiently and effectively disperses traffic throughout greenfield residential growth and minimises adverse traffic effects of new growth on surrounding existing urban developments.

Overall, given the relatively straight forward nature of the proposed plan change layout, the Green, Blue and Movement Networks are very basic (see the layers provided in Appendix 2). The proposal does not include any significant reserve areas outside of the road reserve, and there are no reticulated services in terms of the blue



network. The proposal includes two key roads, one that provides for potential future access to the residential area to the west of the application site, and one that serves the business zone exclusively.

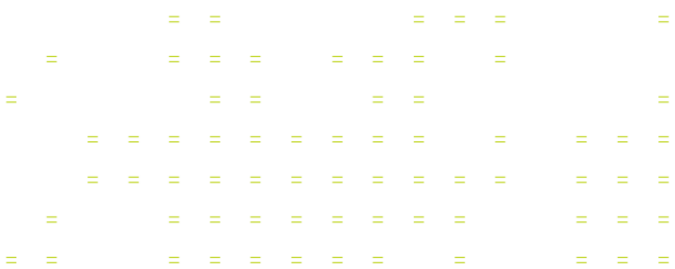
9.2 Assessment against the Seven Cs

The New Zealand Urban Design Protocol (2005) identifies seven essential design qualities that can act as guiding considerations in the structure planning process. These are referred to as the seven Cs and are as follows.

- **Context:** seeing buildings, places and spaces as part of whole towns and cities
- **Character:** reflecting and enhancing the distinctive character, heritage and identity of our urban environment
- **Choice:** ensuring diversity and choice for people
- **Connections:** enhancing how different networks link together for people
- **Creativity:** encouraging innovative and imaginative solutions
- **Custodianship:** ensuring design is environmentally sustainable, safe and healthy
- **Collaboration:** communicating and sharing knowledge across sectors, professions and with communities.

The proposal is assessed against the seven Cs as follows:

Context	The ODP shows the development east of Darfield will be a coherent development, which provides a natural extension and termination of the township. Development within the ODP area will be of sufficient size and orientation to be recognised as an appropriate neighbourhood within Darfield.
Character	The ODP area is able to fit in with the existing urban character of Darfield. However, as a result of a relatively low density subdivision, it will create its own distinctive character due to the opportunity for open space within residential sites for garden planting. The adjoining business zone will create a distinct and symbiotic commercial environment at the entrance of Darfield to the signifying an arrival to the township, although this will be largely separated through distinctive landscaping.
Choice	Choice in residential development is limited by the zoning in the District Plan and potential direction from the National Planning Framework. The ODP provides for greater choice within the Darfield Township for the residential market to uptake sections in between the existing Living 1 and Living 2 zones. There is good access to open spaces for all future residents. Similarly, the business zone will provide for an array of options for future land owners, with the complementing business zone nearby.
Connections	The main connections for motor vehicles will be via the road connection to Creyke Road. This is anticipated by the ITA to adequately service the population in the area. The proposal also includes potential future access for land to the west of the application site, to enable this land to be developed without having to access SH73. Pedestrians and cyclists have the same options as motor vehicles, and also the alternative linkages through from the residential zone, which connects with the proposed new roads.
Creativity	A range of designers, including architectural professionals and housing companies will inevitably design dwellings. It is anticipated that the future landowners will express their creativity through their individual requirements of house or building design. Furthermore, the large residential sections will enable future owners to express their own landscaping creativity.
Custodianship	The development will enhance the built environment by integrating with the existing pattern of development on Creyke Road and providing enhanced amenity through the use of the subject site, which is in close proximity to Darfield.
Collaboration	There have been several discussions between the applicant, their consultants and the Selwyn District



	Council.
	Consultation was also undertaken with the New Zealand Transport Agency. Wider consultation was not undertaken as there is ample opportunity for public involvement through the notification and hearings process.

9.3 Conclusion

The proposed Plan Change inserts an Outline Development Plan into the Selwyn District Plan. The ODP is consistent with the design standards within the New Zealand Urban Design Protocol. It is also consistent with the seven C’s of Urban Design, which have been assessed against the proposal.

10 Consultation

Clause 1(h) of the Fourth Schedule the Act requires that persons affected by the proposal are to be identified, along with the “consultation undertaken, if any and any response to the views of any person consulted”.

It is noted that Clause 1AA of the Fourth Schedule states that:

To avoid doubt, clause 1(h) [of the Fourth Schedule] obliges an applicant to report as to the persons identified as being affected by the proposal, but does not

- a) Oblige the applicant to consult with any person; or
b) Create any ground for expecting that the applicant will consult with any person

Clause 25 of Part 2 of the First Schedule of the Act requires that should the Council agree to accept the plan change request, the proposal must be publicly notified for submissions. Public notification is a form of consultation and it is important to recognise that a greater number of persons may be notified than may have been involved in the initial consultation process.

A short summary on consultation undertaken to date is provided below:

10.1 Selwyn District Council

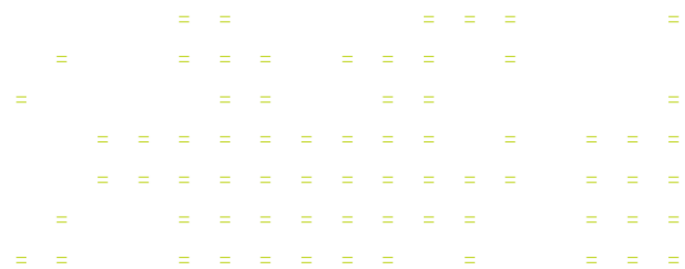
Meetings were held with Selwyn District Staff during the preparation of this Plan Change during which the applicant was working with adjoining neighbours. There have been several discussions between the applicant, their consultants and the Selwyn District Council.

10.2 NZTA

A draft ODP of the Plan Change was supplied to NZTA. Their initial comments raised concerns with the intersection of Creyke Road and SH 73 and indicated that they did not want access from the application site to SH73. Subsequent redesign of the original ODP were made including the realignment of Creyke Road included into the proposal as part of the overall layout. A letter confirming that these changes are acceptable to NZTA has been attached as Appendix 11.

10.3 Canterbury Clay Bricks

A draft ODP and outline of the draft text amendments and Plan Change was supplied to Canterbury Clay Bricks and concern was raised as to the reverse sensitivity effects on the lawful operation of the Clay Brick activities. An assessment of air quality associated with the operation of the clay brick factory has been carried out and the report is attached in Appendix 10 that demonstrates that there is unlikely to be an adverse effect on the residential areas of the plan change site. As a result of the concerns raised the applicant amended the overall layout of the site, increasing the business zone and decreasing the living zone to better alleviate any reverse sensitivity concerns raised by Canterbury Clay Bricks.



11 Conclusion

This application seeks to change the Selwyn District Plan to accommodate Living 1 zoned land for up to 35 allotments and Business 2 zoned land within the application site at the corner of Creyke Road and State Highway 73 in Darfield. The application site has been identified in the Malvern Area Plan as suitable for future growth of Darfield. The application seeks to rezone the site using the Living 1 zoning consistent with the anticipated Selwyn District Plan review and the National Planning Template requirements.

The overall development of the ODP has been refined through consultation with NZTA and the Clay Brick Factory to the north of the application site, and amendments have been made accordingly. Landscaping, business building setbacks and residential boundary fence treatments have been included within the ODP to maintain and enhance the amenity of the site and to ensure there the changes within the site do not significantly detract from the overall character and amenity values within immediately surrounding land.

The assessment contained within this application identifies the site as appropriate for business and residential development within the limits established by the ODP and proposed rule amendments or additions. The proposed plan change is consistent with existing planning documents including the objectives and policies of the Selwyn District Plan and the Canterbury Regional Policy Statement.