

District Identity

This Chapter sets out the overarching direction for the District's Identity matters.

SD-DI-Objectives

Sensational Selwyn

- SD-DI-O1** Selwyn is an attractive and pleasant place to live, work, and visit, where development:
1. takes into account the existing and anticipated character of individual communities;
 2. is well-connected, safe, accessible, and resilient; and
 3. enhances environmental, economic, cultural, social and health outcomes for the benefit of the entire District.

District Wellbeing and Prosperity

- SD-DI-O2** Selwyn's prosperous economy and community well-being are supported through the efficient use of land, resources, and infrastructure, while ensuring existing activities are protected from incompatible activities and reverse sensitivity effects.

Integration and Land Use, Ecosystems, and Water - Ki Uta Ki Tai

- SD-DI-O3** Land and water resources are managed through an integrated approach, which recognises both the importance of ki uta ki tai to Ngāi Tahu and communities, and the inter-relationship between ecosystems and natural processes.

Our Environment

- SD-DI-O4** Places, landscapes, features, and indigenous biodiversity, which make an important contribution to Selwyn's environment, cultural heritage, or are of spiritual importance to Ngāi Tahu, are identified, recognised for their values, and protected for future generations.

Vibrant and Viable Centres

- SD-DI-O5** Selwyn's hierarchy of activity centres are the preferred location for shopping, leisure, cultural, entertainment, and social interaction experiences in accordance with their anticipated role within the Activity Centre Network.

Thriving Rural Communities

- SD-DI-O6** Outside of defined urban growth areas, Selwyn's highly productive land is retained for rural production activities and rural communities retain their rural character.

Urban Form and Development

This Chapter sets out the overarching direction for matters relating to the growth of urban areas in the District.

SD-UFD-Objectives

Well-functioning Urban Environment

SD-UFD-O1 Selwyn has a well-functioning urban environment that enables all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.

Compact and Sustainable Township Network

SD-UFD-O2 Urban growth is located:

1. Outside Greater Christchurch only within or adjoining existing townships and in a compact and sustainable form that aligns with its anticipated role in the Township Network, while considering the community's needs, natural landforms, cultural values, highly productive land, and physical features and the ongoing use and development needs of existing activities; or
2. Inside Greater Christchurch only within existing urban areas, Greenfield Priority Areas, or Future Development Areas identified in the Canterbury Regional Policy Statement; unless adding significantly to development capacity and contributing to well-functioning urban environments.

Urban Growth and Development

SD-UFD-O3 There is at least sufficient feasible development capacity to meet expected demands for housing and business activities.

Integration of Land Use and Infrastructure

SD-UFD-O4 Urban growth and development:

1. is well-integrated with the efficient provision, including the timing and funding, of infrastructure; and
2. has the ability to manage or respond to the effects of climate change; and
3. manages reverse sensitivity effects and conflict with incompatible activities, including avoiding development or intensification of sensitive activities that would compromise the operation of existing or authorised important infrastructure, as set out in **EI-P6** and other relevant policies.

Contaminated Land

CL-Objectives

CL-O1 Human health and the environment are protected from the adverse effects of the use of contaminated land.

CL-Policies

CL-P1	Require any proposal for subdivision, development, or use of contaminated land or potentially contaminated land to apply a best practice approach to investigate the risks, and either remediate the contamination or manage activities on contaminated land to protect people and the environment.
CL-P2	Use and development of remediated contaminated land does not damage or destroy any containment works, unless comparable or better containment is provided.

Note for Plan Users:

1. *The status of some activities will be determined by the requirements of the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011. Reference should be made to the Ministry for the Environment website for a copy of these regulations, a user's guide, and documents incorporated by reference in these regulations.*

Transport

The objectives, policies, and methods for managing reverse sensitivity effects relating to noise sensitive activities establishing in proximity to the strategic transport network are managed under the **Noise chapter** of this Plan.

TRAN-Objectives and Policies

TRAN-Objectives

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| TRAN-O1 | People and places are connected through safe, efficient, and effective land transport corridors and land transport infrastructure for all transport modes, which are well integrated with land use activities and subdivision development, and reduce dependency on private motor vehicles. |
| TRAN-O2 | Land transport corridors and land transport infrastructure are protected from incompatible land use activities and subdivision development. |
| TRAN-O3 | Land transport corridors and land transport infrastructure support the needs of people and freight, while ensuring adverse effects on the surrounding environment from their establishment and operation are managed. |

TRAN-Policies

Integrated land use, subdivision, and transport planning

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| TRAN-P1 | Maintain the safety and efficiency of the District's land transport network and systems by: <ol style="list-style-type: none"> 1. managing the levels of service, formation standards and the types of land transport corridors and land transport infrastructure, including through the network road classifications and compliance with the design and operational standards; 2. providing land transport infrastructure that is consistent with the form, function, and character of each zone; 3. ensuring there is enough space within land transport corridors to support the safe, efficient and effective installation, operation, upgrade, repair and maintenance of network utilities; 4. providing for the safe and efficient movement and operation of emergency services; and 5. recognising cross-boundary connections with adjoining districts. |
| TRAN-P2 | Manage any extensions to the District's land transport network to ensure it occurs in an integrated way by: <ol style="list-style-type: none"> 1. co-coordinating the timing of land use activities and subdivision development with the availability of capacity in land transport corridors; 2. providing a range of travel modes and ensuring these are integrated, including between walking, cycling, public transport, freight and private vehicle modes; and 3. ensuring land use activities and subdivision development do not foreclose on the opportunity for land transport corridors to meet future land transport needs. |
| TRAN-P3 | Require Integrated Transport Assessments to assess the effects of high trip generating activities on the surrounding land transport network to: <ol style="list-style-type: none"> 1. maintain the safety and efficiency of land transport infrastructure by ensuring there is sufficient capacity in land transport corridors; and 2. establish whether the high trip generating activity can be supported by active transport modes, including accessibility to safe and convenient walking and cycling connections and access to public transport and public transport facilities. |
| TRAN-P4 | Manage the adverse effects of activities within the General Rural Zone that exceed the maximum number of vehicle movements for each site. |

Transport choice

TRAN-P5	<p>Promote a range of transport options to reduce the number of trips and distances travelled in private motor vehicles by:</p> <ol style="list-style-type: none"> 1. encouraging land use activities and subdivision development to include connected walking and cycling networks and access to public transport and public transport facilities, including within and between townships; 2. managing the design, layout and function of new land transport infrastructure to ensure they integrate with existing and future land transport corridors; and 3. ensuring land use activities, where necessary, provide an adequate amount of safe, secure and convenient cycle parking.
TRAN-P6	<p>Enable safe, multi-modal connections that support walking, cycling, and access to public transport and public transport facilities through land use activities and subdivision development that:</p> <ol style="list-style-type: none"> 1. establish levels of service and multi-modal transport options based on the network road classifications, including the provision of strategic level walking and cycling connections where they are identified in Development Plans or ODP; 2. encourage residential blocks to be small, navigable and convenient to move around through legible, convenient and attractive walking and cycling routes to public transport facilities and between residential areas, business centres, community facilities, recreation space and local services; 3. manage the number and design of cul de sacs, rear sites and accessways; 4. provide for the interaction between vehicle access and manoeuvring, loading and parking areas when determining on-site pedestrian and cycling routes; and 5. align street layouts to maximise views and landscape features to promote attractive streets.

Recognising and protecting land transport networks and systems

TRAN-P7	<p>Recognise and protect the function of the District's land transport network and systems by managing land use activities and subdivision development to ensure the safe and efficient movement of people and goods by:</p> <ol style="list-style-type: none"> 1. avoiding significant adverse effects and minimising other adverse effects from activities on the safe, efficient and effective operation of land transport corridors and land transport infrastructure, particularly where it may reduce safe and efficient traffic flows within the strategic transport network and links with Christchurch City; 2. ensuring land transport corridors and land transport infrastructure can efficiently and effectively provide for the volume and type of transport movements based on the network road classifications; and 3. requiring the design, positioning, and maintenance of accessways, corner splays, vehicle crossings, intersections, footpaths, plantings, and signs to ensure appropriate sightline visibility is provided to road users to support safe and efficient vehicle, pedestrian, and cycle movements.
TRAN-P8	<p>Recognise and protect rail networks and systems by managing land use activities and subdivision development to ensure the safe and efficient movement of people and goods by:</p> <ol style="list-style-type: none"> 1. managing adverse effects of activities on rail networks and systems, while encouraging land use activities and subdivision development that support the movement of people and goods via rail; 2. managing the location of buildings, structures or trees to ensure they do not impair the visibility of motorists, pedestrians, cyclists, or train drivers within the sightlines of railway lines at road/rail crossings; 3. controlling the design and location of land use activities and subdivision development to reduce the need for pedestrians, cyclists, motorists, or other road users from crossing railway lines; and 4. encouraging the movement of freight via rail as a viable alternative to road transportation.
TRAN-P9	<p>Manage the design and layout of on-site parking areas and loading facilities to maintain the safe and efficient operation of land transport corridors and land transport infrastructure.</p>
TRAN-P10	<p>Support the economic growth of commercial centres through the appropriate provision and supply of a range of active and public transport facilities that correspond with the type and function of each centre.</p>
TRAN-P11	<p>Manage vehicle access, vehicle crossings and manoeuvring areas to maintain the safe and efficient operation of land transport corridors and land transport infrastructure by:</p> <ol style="list-style-type: none"> 1. requiring all sites to have access to a road and to ensure that this access is constructed to the appropriate formation standards and is compatible with the network road classification; 2. avoiding the need to reverse vehicles onto the strategic transport network; 3. avoiding the establishment of new accessways and vehicle crossings to roads that require access across a rail line; and 4. minimising the need to reverse onto Collector Roads through the provision of appropriate on-site manoeuvring areas.

Managing the effects of land transport infrastructure and corridors

TRAN-P12	Enable network utility operators to install, operate, maintain, repair and upgrade network utilities within land transport corridors in a safe, efficient, and effective manner, while managing the scale and types of works and activities.
TRAN-P13	<p>Minimise the adverse effects of the development of new land transport infrastructure and corridors on the physical and natural environment by:</p> <ol style="list-style-type: none"> 1. Considering the effects on the amenity values of the surrounding environment, public access, and the health and safety of people when locating, designing and operating new land transport infrastructure and corridors. 2. Encouraging developers of new land transport infrastructure and corridors to consider alternative sites, routes or methods. 3. Limiting the presence and effects of the development of new land transport infrastructure and corridors within Outstanding Natural Landscapes, Visual Amenity Landscapes, areas of significant indigenous vegetation and habitats of indigenous fauna, sites of historic heritage and sites and areas of significance to Māori to those which: <ol style="list-style-type: none"> a. can demonstrate an operational or functional requirement for the location; and b. can demonstrate through site, route or method selection the minimisation of effects on the environment; and c. integrate design measures and management methods to mitigate adverse effects. 4. 5. Considering biodiversity off-setting in accordance with ECO-SCHED5 - Framework for Biodiversity Offsetting or compensation where the loss of significant indigenous vegetation or the effects on significant habitats of indigenous fauna or wetlands cannot be avoided, remedied or mitigated. 6. Using the substantial upgrade of land transport infrastructure as an opportunity to reduce existing adverse effects. 7. Providing for the maintenance, operation, upgrade or expansion of land transport infrastructure and corridors on highly productive land where there is a functional or operational requirement to locate the infrastructure or corridor on that land whilst: <ol style="list-style-type: none"> a. minimising or mitigating any actual or potential cumulative loss of highly productive land; and b. avoiding if possible, or otherwise mitigating, any actual or potential reverse sensitivity effects on land-based primary production activities.

General Rural Zone

Non-primary production activities such as large-scale commercial and industrial activities are considered inappropriate within the General Rural Zone and should establish within commercial/industrial zones. Some areas of the General Rural Zone are subject to different controls which recognise area-specific activities that are nevertheless consistent with the primary purpose of the zone.

GRUZ-Objectives and Policies

GRUZ-Objectives

GRUZ-O1	<p>Subdivision, use, and development in rural areas that:</p> <ol style="list-style-type: none"> 1. supports, maintains, or enhances the function and form, character, and amenity value of rural areas; 2. prioritises primary production, over other activities to recognise its importance to the economy and wellbeing of the district; 3. allows primary production, those activities that directly support primary production and have a functional or operational need to locate with the General Rural Zone and important infrastructure, to operate without being compromised by incompatible activities and reverse sensitivity effects; 4. retains a contrast in character to urban areas; and 5. protects highly productive land.
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GRUZ-Policies

General

GRUZ-P1	<p>Maintain or enhance rural character and amenity values of rural areas by:</p> <ol style="list-style-type: none"> 1. retaining a low overall building density; 2. enabling primary production while managing adverse effects of intensive primary production, and mineral extractive industries; 3. managing the density and location of residential development; 4. retaining a clear delineation and contrast between the district's rural areas and urban areas; and 5. recognising that primary production activities can produce noise, dust, odour and traffic that may be noticeable to residents and visitors to the General Rural Zone.
GRUZ-P1A	Avoid the inappropriate use and development of highly productive land, except as provided for by the National Policy Statement for Highly Productive Land 2022.

Density

GRUZ-P2	<p>Avoid the development of residential units on sites that are smaller than the required minimum site size, except where:</p> <ol style="list-style-type: none"> 1. the development has been provided for through a legacy clause; or 2. the minimum residential density requirement is achieved through balance land that adjoins the proposed undersized site in a coherent form to maintain a predominance of open space immediately surrounding the undersized site or 3. the development is for a temporary activity or temporary accommodation. 4. in SCA-RD7 — High Country/ Kā Tiritiri o Te Moana, the development is within a building node, is necessary for the operation and maintenance of a rural production activity, and it can be demonstrated that no balance land is available; and 5. in all cases, the development of the residential unit(s) is outside both the Airport 50dB Noise Control Contour and the Port 45dB Noise Control Overlay.
GRUZ-P3	<p>Avoid the creation of minor residential units that:</p> <ol style="list-style-type: none"> 1. are larger than the permitted maximum area; or 2. exceed the 1:1 ratio with residential units.

Economic Activity

GRUZ-P4	<p>Provide for the economic development potential of the rural area by enabling a range of activities that:</p> <ol style="list-style-type: none"> 1. have a direct relationship with, or are dependent on, primary production; 2. have a functional need, or operational need to locate in the rural area; 3. represent an efficient use of natural and physical resources; and 4. maintain or enhance the character and amenity values of the surrounding area.
GRUZ-P4A	Provide for the establishment or expansion of community facilities that have a functional or operational need to locate in the General Rural Zone, whilst maintaining the character and amenity values of the surrounding area.
GRUZ-P4B	Enable the development of small-scale seasonal worker accommodation in association with a rural production activity where it is located outside both the Airport 50dB Noise Control Contour and the Port 45dB Noise Control Overlay.
GRUZ-P5	<p>Avoid:</p> <ol style="list-style-type: none"> 1. the establishment or expansion of any industrial activity or commercial activity (other than a rural home business, or 2. the establishment or expansion of health centres, educational facilities and community correctional facilities, unless the activity has a functional need, or operational need to locate within the General Rural Zone.
GRUZ-P5A	Enable the maintenance, operation or upgrade of any existing activity on highly productive land, while minimising the loss of highly productive land.
GRUZ-P6	Enable the establishment and operation of research activities that directly relate to rural production or are reliant on the rural resource, where they avoid reverse sensitivity effects on primary production.

Reverse Sensitivity

GRUZ-P7	<p>Avoid reverse sensitivity effects on:</p> <ol style="list-style-type: none"> 1. lawfully authorised or established primary production activities; 2. activities that have a direct relationship with, or are dependent, on primary production; and 3. important infrastructure.
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Mineral Extraction

GRUZ-P8	<p>Enable mineral extraction in the General Rural Zone to meet the District's and region's supply needs, including by recognising the need for mineral extraction to locate where the mineral resource exists, while:</p> <ol style="list-style-type: none"> 1. managing the spatial extent and effects of mineral extraction activities in order to maintain the amenity values of sensitive activities and residential activities; and 2. internalising adverse environmental effects as far as practicable, including by using industry best practice and management plans; and 3. avoiding mineral extraction on highly productive land unless there is a functional or operational need to locate it on that land and the mineral extraction provides either: <ol style="list-style-type: none"> a. a significant national public benefit; or b. in the case of aggregate extraction, a significant national or regional public benefit.
GRUZ-P9	<p>Ensure that mineral extraction sites are progressively rehabilitated to:</p> <ol style="list-style-type: none"> 1. mitigate erosion and subsidence risks; and 2. reinstate the land so that it is suitable for an alternative permitted or consented activity.

Airfields, Helicopter Landing Areas, and Air Movements

GRUZ-P10	Manage the location and operation of airfield and helicopter landing areas within the rural area to maintain the amenity values of the surrounding rural and residential areas.
GRUZ-P11	Enable aircraft and helicopter movements within the rural area for purposes ancillary to rural production on a seasonal, intermittent or short-term basis.
GRUZ-P12	Manage the location and height of any structure and vegetation in the vicinity of the Springfield Airfield to ensure the safety of aircraft take-off/ landing approaches and wider public safety.