

**141 South Belt and 104 Townsend Road, Rangiora**

## **Private Plan Change Request**

M A Clarke, J L Clarke, L M Clarke and Williams McKenzie Trustees Limited

**Eliot Sinclair**  
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## 2 Site Description

9. The subject land comprises part of 141 South Belt and 104 Townsend Road, Rangiora. The site is located to the north of the Southbrook Stream having an area of approximately 14 hectares and located within the urban area of Rangiora. The site has frontage to South Belt and Townsend Road.
10. The remaining parts of the existing titles are located to the south of the Southbrook Stream. The Southbrook Stream forms the boundary between the District Plan Residential 4B Zone to the north (Planning Maps 116 & 117) and the Rural Zone to the south (Planning Maps 116, 117 & 46).
11. 141 South Belt contains an existing residential dwelling and a number of outbuildings. There is a horse racing track with the balance on the site held in pasture. 104 Townsend Road contains an existing residential dwelling and a number of outbuildings.
12. The land is legally described as;
  - Lot 1 DP 45826 held in CFR CB24F/1150
  - Lot 3 DP 73557 held in CFR CB40A/812
13. There are no registered interests on the titles that would impede the development of the site.



Figure 1: Location Plan 141 South Belt and 104 Townsend Road, Rangiora.

*Source: Google Maps January 2014*

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# 1 Introduction

1. This is a request by M A Clarke, J L Clarke, L M Clarke and Williams McKenzie Trustees Limited (Clarke Family Trust) to change parts of the Waimakariri District Plan ('the District Plan') pursuant to Section 73(2) and Clauses 21(1) and 22 of the First Schedule to the Resource Management Act 1991 ('the Act').
2. This Plan Change Request relates to approximately 14 hectares of land located within the south west Rangiora area, within 2km from the centre of Rangiora.
3. The site, currently zoned Residential 4B in the District Plan, is identified within the Rangiora Township urban area. The Clarke Family Trust propose to rezone the site to allow for the Residential 2 zone provisions provided in the Waimakariri District Plan to apply to the residential urban development. The Plan Change Request will provide for intensification of an existing residential zone within the Rangiora urban area to provide for residential growth of the District.
4. The site is currently zoned Residential 4B, this would enable the site to be developed into lifestyle blocks with approximately 11 sections (and dwellings). The proposed new provisions for the Residential 2 zone will allow for approximately 140 sections (and dwellings).
5. The private Plan Change Request seeks to change the zoning of the application site from Residential 4B to Residential 2, with existing provisions of the Residential 2 zone contained in the Waimakariri District Plan to apply to the site.
6. The Plan Change Request proposes to rezone the site (land to the north of Southbrook Stream) to Residential 2 Zone. It introduces the following methods:
  - ❖ An Outline Development Plan.
  - ❖ New and amended rules supporting the Outline Development Plan and site specific requirements.
  - ❖ Revised District Plan planning maps relating to the respective land.
7. As part of the Plan Change Request an Outline Development Plan (ODP) has been prepared to provide a high level of certainty that the re-zoning and future development of the site will provide good transport connections (including cycle and pedestrian), combinations of open space with stormwater design and will enable the site to achieve a minimum density of 10 dwellings per hectare. As such it is requested that the ODP be incorporated within the provisions of the Waimakariri District Plan (including the planning maps) to provide for high amenity and integrated development to occur.
8. The following appendices are attached in support of, and form part of, the Plan Change Request:
  - Appendix A Outline Development Plan
  - Appendix B Proposed Amendments to Waimakariri District Plan
  - Appendix C Relevant Sections of the RMA
  - Appendix D Relevant Objectives and Policies WDP
  - Appendix E Relevant Objectives and Policies CRPS
  - Appendix F Transport Assessment
  - Appendix G Infrastructure Servicing Report
  - Appendix H Geotechnical Report
  - Appendix I Contamination Assessment

## 2 Site Description

9. The subject land comprises part of 141 South Belt and 104 Townsend Road, Rangiora. The site is located to the north of the Southbrook Stream having an area of approximately 14 hectares and located within the urban area of Rangiora. The site has frontage to South Belt and Townsend Road.
10. The remaining parts of the existing titles are located to the south of the Southbrook Stream. The Southbrook Stream forms the boundary between the District Plan Residential 4B Zone to the north (Planning Maps 116 & 117) and the Rural Zone to the south (Planning Maps 116, 117 & 46).
11. 141 South Belt contains an existing residential dwelling and a number of outbuildings. There is a horse racing track with the balance on the site held in pasture. 104 Townsend Road contains an existing residential dwelling and a number of outbuildings.
12. The land is legally described as;
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Figure 1: Location Plan 141 South Belt and 104 Townsend Road, Rangiora.

*Source: Google Maps January 2014*

### The Wider Environment

14. The adjoining land to the east comprises Southbrook Park. This recreational park contains a playground, toilets, sports club building, parking and sports fields having an area of approximately 11.23 hectares. An area of 2.1 hectares of land near Southbrook Stream is primarily managed for flood mitigation purposes (although designed to also be suitable for recreation use). A Reserve Management Plan for the park was adopted by the Council in September 1999.
15. Land to the north and further to the east comprises residential neighbourhoods zoned Residential 2, which allows allotments down to 600m<sup>2</sup>. Land to the south and the west is currently zoned Rural.
16. The Land Use Recovery Plan (LURP) changed the rural land to the north west from rural to Residential 2 and the District Plan now includes an ODP and associated policies and rules to this effect. The ODP is known as 'South West Rangiora Outline Development Plan'.

## 3 The Proposal

17. This Plan Change Request proposes to amend the Waimakariri District Plan to change the zoning of the site from the Residential 4B to Residential 2 Zone. The Plan Change Request will provide for intensification of a residential zone within the existing Rangiora urban area and will provide for additional residential growth. A list of the proposed amendments to the District Plan is contained in Appendix B.
18. The Residential 2 Zone provides for residential development with allotments having a minimum 600m<sup>2</sup> net area with a minimum dimension of 18x18m. The anticipated number of allotments that would be created on the site is approximately 140.
19. No new objectives or policies to the District Plan are proposed. However, new rules and amendments to existing rules are proposed to enable future development of the site to be undertaken in general accordance with an Outline Development Plan (ODP) and specific requirements for the site.
20. The ODP shows key elements to be incorporated into the future development of the site, namely the position of future linkages to adjoining road and existing features such as the Southbrook Stream and the esplanade provisions.
21. The proposal has considered future servicing options. Water and wastewater will be provided through connections to the Council's reticulated network. Stormwater will be treated on-site in the stormwater basin before discharging to the Council's network on the adjoining site. Telecommunications and power will be supplied from the surrounding networks. The specific design for these services will be determined at the time of subdivision.
22. Pedestrian and cycle access will be provided to enable connections to be made to adjoining land, to Southbrook Park and the Southbrook Stream and the wider area.
23. Generally the existing Residential 2 zone rules are to apply to the development of the site. However there are a few amendments and new provisions that will be required to address site specific matters. It is noted that there is an existing South West Rangiora Outline Development Plan (District Plan Map 173) and it is proposed that this ODP be referenced as South West Rangiora Townsend Road Residential 2 Zone (District Plan Map 184) as they are in the same general location, South West of Rangiora. The new Planning Map will not replace or amend District Plan Map 173.

24. A schedule of the proposed amendments to the District Plan is contained in Appendix B and are summarised and explained (where necessary) below;

- Amend the planning maps (Planning Maps 116 & 117) to include the new zoning for the site with the balance of the site to remain Rural zoned.
- Insert a new planning map for the Outline Development Plan.
- Amend the traffic rule to allow for the roads shown on the ODP not to meet the minimum spacing between road intersections of rule 30.6.1.26 in Chapter 30 (utilities and traffic management rules). The issues around the distance between road intersections have been discussed in the Traffic Report and the locations shown on the ODP are considered practical, safe and efficient and as such no further consideration should need to be required at the subdivision stage. Fixed connection points have been provided on the ODP for the new intersections with South Belt, the internal roading network is shown as indicative to allow for minor changes during the subdivision stage.

It is noted that an existing rule regarding the South West Rangiora Outline Development Plan has been proposed to be amended to include the area of this Plan Change Request and reference to new Planning Map.

- Amend rule 31.1.1.43 of Chapter 31 Health, safety and wellbeing rules to include the existing fencing provisions for South West Rangiora Residential 2 zone to also include the new District Plan Map 184.
- Amend rule 31.17.2.2 of Chapter 31 Health, safety and wellbeing rules to include an exception to the effluent spreading setbacks.
- In Chapter 32 Subdivision rules amend rule 31.1.25 to include the Residential 2 Zone South West Rangiora identified on District Plan Map 184. This will allow future development of the site in general accordance with the ODP, if not in general accordance with this rule a separate resource consent will be required.
- There is a small area of the Plan Change Request site that is identified as at medium or low risk of flooding in a one in 200 year flood event (0.5% AEP event). These areas have been shown on the Outline Development Plan. A new rule in Chapter 32 is proposed for subdivisions in this area. The new rule, 32.1.1.85, proposed is to require that the land identified within the 0.5% AEP at the time of subdivision is to be filled to a level that will avoid inundation in a 200 year flood event. At the subdivision stage the 0.5% AEP is to be defined and any residential sites within this area that are below this level will be required to fill the land to the level required to avoid inundation in a 200 year flood event. Given the minor area of the site involved it is considered appropriate to raise the finished ground level of the required parts of the site instead of requiring additional rules for subdivision and land use to construct dwellings in these areas. It is considered that filling these areas will avoid the need to establish minimum floor levels for future residential dwellings to be constructed on the site.
- In Chapter 33 Esplanades, an existing rule needs to be amended to reference a new rule. The new rule for esplanade provisions adjoining the Southbrook Stream shown on the District Plan Map 184 will required esplanade reserves to be in accordance with the ODP. This means 20m esplanade reserve is to be provided along most of the site boundary with the Southbrook Stream. The exception being close to the existing dwelling to the southwest corner of the site where a 10m esplanade reserve is to be provided due to the close location of building to the stream.

25. No other changes are proposed to the Waimakariri District Plan as it is considered that the existing Residential 2 zone provisions are appropriate for the development of the site.

## 4 Purpose and Reasons

26. The purpose of this Plan Change Request is to re-zone the Residential 4B zoned land to Residential 2 zone to allow for intensification of the residential use of the site within the Rangiora urban area to provide for residential growth of the District. Zoning to a more appropriate residential density is proposed to enable the site to be developed as an urban residential area instead of a rural residential area within the Rangiora Township. It is proposed that the zoning will change to the existing Residential 2 zone in the District Plan.

27. The site, located within the Rangiora town urban limits, is considered appropriate to be developed in accordance with the Residential 2 zone provisions. The Residential 2 zone is described in the Waimakariri District Plan as being;

*'The Residential 2 Zone occupies most of the living environment in the District's towns. It is characterised by the single storey detached dwelling, surrounded by lawns and gardens. The streets are open and spacious and generally carry only local traffic. The Residential 2 Zone is sensitive to adverse effects that may spill over from adjacent zones, especially the Business and Rural Zones.'*

28. While the Residential 4B zone is described as being;

*The Residential 4 Zones are based on the former "Rural-Residential Zone". The zones provide a living environment within the rural area. The nature of these zones has increasingly taken on urban characteristics. People value them as very low density residential sites in a rural setting. Increasingly it is expected that servicing standards will mirror urban rather than rural settings. The difference between the 4A Zone and 4B Zone relates to lot sizes. New 4A and 4B Zones can only be created by plan change. The 4B Zones are the original Rural-Residential Zones created under the Transitional District Plans based on limited public servicing and one hectare average lot sizes.*

29. The District Plan additionally provides tables characterising the differences of the living zones, in regard to the Residential 2 and Residential 4B zones these are listed in Table 1 below. As the Rangiora Township has continued to grow the area of the site is no longer located in a rural area, rather it is now within the Rangiora urban area, close to schools, shops and public transport. In addition the reticulated service networks now fully extend to the area of the site with no identified impediments to the connection for residential density anticipated for the Residential 2 zone.

Table 1: Residential Zone Characteristics (from the Waimakariri District Plan)

Residential 2 Zone	Residential 4B Zone
<ul style="list-style-type: none"> <li>— Predominant activity is living;</li> <li>— predominantly detached dwellings;</li> <li>— facilities include schools, local shops, churches, places of assembly, reserves;</li> <li>— lower density of dwellings than for Residential 1;</li> <li>— lot sizes minimum 600 square metres</li> </ul>	<ul style="list-style-type: none"> <li>— Predominant activity is living;</li> <li>— detached dwellings and associated buildings;</li> <li>— some limited farming and horticulture;</li> <li>— dwelling density is lowest for Residential Zones;</li> <li>— dwellings in generous settings;</li> </ul>

and maximum site coverage 35%; — open, spacious streetscape, with hard surfaces visually dominant; — low traffic speeds; — fewer traffic movements on many streets than in Residential 1; — limited advertising; — full urban services; and — trees and plants enhance streetscapes	— average lot size of 0.25 -1.0 hectare; — limited number of lots located in a rural environment; — rural style roads or accessways; — opportunity for a rural outlook from within the zone; — few vehicle movements within the zone; — access to zones not from arterial roads; — community water and/or sewerage schemes; and — limited kerb, channelling and street lighting
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30. The site, located within the Rangiora town urban limits, is considered appropriate to be developed in accordance with the Residential 2 zone provisions and will provide benefits to the local and wider community. The Plan Change Request will provide for residential development in an area better suited for residential rather than rural-residential activities, it will provide additional housing options and choice, it will assist in providing housing for people in the Greater Christchurch area and will help reduce pressure for residential development outside the urban area by increasing the housing stock.
31. The site subject to this request has been assessed as having ideal attributes to support residential development with residents that desire an environment with high amenity values, strong connections to transport networks and that have a proximity to Rangiora. The site is already zoned for rural-residential activities and the intensification of the site for residential activities consistent with the surrounding and wider environment is considered to be appropriate.
32. A Plan Change Request is required to amend the current zoning and to introduce the Outline Development Plan and supporting rules to the District Plan.

## 5 Statutory Framework

33. The Resource Management Act provides the legislative framework that defines the requirements for private plan change requests. The full provisions of the RMA that are relevant are listed in Appendix C.

### 5.1 Framework for Plan Change Requests

34. Section 73(2) of the Act states that;

*Any person may request a territorial authority to change a district plan, and the plan may be changed in the manner set out in Schedule 1.*

35. Schedule 1 of the RMA provides the circumstances and requirements of preparation, change, and review of policy statements and plans. Clause 21 of Schedule 1 states that any person may request a change to a district plan;

#### *21 Requests*

*(1) Any person may request a change to a district plan or a regional plan (including a regional coastal plan).*

36. Clause 22 of Schedule 1 provides the requirements a plan change request need to address;

*22 Form of request*

*(1) A request made under clause 21 shall be made to the appropriate local authority in writing and shall explain the purpose of, and reasons for, the proposed plan or change to a policy statement or plan and contain an evaluation under section 32 for any objectives, policies, rules, or other methods proposed.*

*(2) Where environmental effects are anticipated, the request shall describe those effects, taking into account the provisions of Schedule 4, in such detail as corresponds with the scale and significance of the actual or potential environmental effects anticipated from the implementation of the change, policy statement, or plan.*

37. Section 74 of the Act sets out the matters to be considered by territorial authorities in the decision making of changes to the district plan.

*74 Matters to be considered by territorial authority*

*(1) A territorial authority shall prepare and change its district plan in accordance with its functions under section 31, the provisions of Part 2, a direction given under section 25A(2), its duty under section 32, and any regulations.*

38. Section 75 of the Act provides for the contents of district plans and the Plan Change Request has been prepared in accordance with the relevant requirements.

39. Section 31 of the RMA outlines the Council functions for giving effect to the Resource Management Act and the Plan Change Request has been prepared in accordance with the relevant requirements.

40. Section 32 establishes a procedure to evaluate the appropriateness of the proposed provisions, including objectives, policies, rules and other methods.

41. This Plan Change Request addresses the relevant matters of the RMA, including;

- The purpose and reason for the request.
- The requirement to have regard to the Canterbury Regional Policy Statement (2013).
- The requirement to have regard to any management plans and strategies prepared under other Acts.
- The requirement to take into account any relevant planning document recognised by Te Rūnanga o Ngai Tahu lodged with the Council.
- The required content of district plans.
- The requirement to not be inconsistent with the Canterbury Natural Resources Regional Plan and Proposed Land and Water Regional Plan.
- The requirement that rules must be for the purpose of the Council carrying out its functions under the Act and achieving the objectives and policies of the Plan.
- Assessment of effects (AEE)
- Section 32 analysis
- Proposed amendments to the District Plan
- The provisions of Part 2 of the RMA

42. The objectives and policies of Canterbury Regional Policy Statement and the District Plan generally provide local meaning to the matters found in Part 2 of the Act. Accordingly, Part 2 is the final matter considered.

43. The Private Plan Change request has been prepared in accordance with the relevant provisions of the Resource Management Act, as described above.

## 6 Consultation

44. Consultation and discussions have been undertaken with a number of parties, as detailed below;

### 6.1 Waimakariri District Council

45. A Project Advisory Group (PAG) meeting was undertaken with the Council at an early stage with regards to the proposed re-zoning on the site. A number of subsequent meetings and discussions followed with Council staff. The results of this consultation have informed the Plan Change Request, including the details of stormwater management, roading links and public access and connections.

### 6.2 Environment Canterbury

46. Environment Canterbury staff were invited to the PAG meeting, however they were unable to attend. ECan staff have seen the preliminary information supplied as part of the PAG and have provided comments about matters that would need to be addressed within the Plan Change Request. This has informed the application.

### 6.3 Mahaanui Kurataiao Limited

47. A copy of the tāngata whenua and Iwi Management Plan assessment of the Plan Change Request and Outline Development Plan were sent to MKT as part of early engagement. No response has been provided from MKT in regards to the documents provided.

### 6.4 Surrounding Properties

48. The site is surrounded by legal roads (South Belt and Townsend Road) along two sides, the Southbrook Stream and Council land (stormwater and recreation reserve) along the other boundaries. There are no other adjoining properties and as such no further consultation has been undertaken. It is acknowledged that the wider community will be provided with the opportunity for consultation through the notification and submission process.

## 7 Statutory Assessment

### 7.1 Section 32 of the RMA

49. The Plan Change Request has been prepared in accordance with the requirements of the Resource Management Act, particularly Section 32. The full provisions of Section 32 are provided in Appendix C (Relevant Sections of the RMA).
50. Section 32 requires the applicant and the Council to evaluate, at a level of detail corresponding to the scale and significance of anticipated effects:
- The extent to which the objectives of the proposal are the most appropriate to achieve the purpose of the RMA. In this Plan Change Request, as no new objectives are proposed to be added to the District Plan, the objective is considered to be the purpose of the Plan Change Request. The purpose of the Plan Change Request *'is to re-zone the Residential 4B zoned land to Residential 2 zone to allow for intensification of the residential use of the site within the Rangiora urban area to provide for residential growth of the District.'*

- Whether the provisions are the most appropriate way for achieving the objective, including consideration of reasonably practicable options, efficiency and effectiveness, and reasons for the provisions.
51. The evaluation of the provisions must:
- Identify the benefits and costs of the anticipated effects, including opportunities for economic growth and employment, and if practicable quantify these; and
  - Assess the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the provisions.
52. Section 32(3) is considered relevant as the proposal is amending the existing provisions of the Waimakariri District Plan. As such the Plan Change Request must relate to:
- The provisions and objectives of the amending proposal; and
  - The objectives of the existing proposal to the extent that they are relevant to the objectives of the amending proposal and would remain if the amending proposal was to take effect.
53. Section 32(4) is not relevant as the proposal does not impose a greater restriction than a National Environmental Standard.
54. The following sections of the Plan Change Request address the required and relevant provisions of Section 32 of the RMA.

## 7.2 Assessment of the Objectives of the Proposal

55. The Section 32 evaluation requires that the extent to which the objectives of the proposal being evaluated are the most appropriate way to achieve the purpose of the RMA as part of the Plan Change Request.
56. This Plan Change Request does not propose to change any of the existing objectives and policies of the Waimakariri District Plan. The proposed re-zoning of the site will promote and adopt the existing objectives of the District Plan. The objective of the proposal is its purpose for consolidation and intensification of an existing urban area consistent with Chapter 6 Recovery and Rebuilding of Greater Christchurch of the Canterbury Regional Policy Statement 2013.
57. The existing objectives and policies of the District Plan have been part of previous analysis, consultation and a thorough statutory process and consequently it is considered they achieve the purpose of the RMA. It is therefore considered that no further examination is required other than how the re-zoning of the site addresses these objectives and policies and provides the most appropriate way to achieve the purpose of the RMA than any other option.
58. As the Plan Change Request is not proposing any new objectives the assessment is based on the purpose of the Plan Change Request. Therefore the option to assess the existing provisions of the District Plan is considered to be the purpose of the Plan Change Request, *'to re-zone the Residential 4B zoned land to Residential 2 zone to allow for intensification of the residential use of the site within the Rangiora urban area to provide for residential growth of the District.'*
59. The other option considered as part of the Plan Change Request is the status quo, that is leaving the site zoned for Residential 4B activities.

60. The alternative option of applying for non-complying resource consent application for subdivision and land use for the site has not been considered. While this is an option it is not one favoured by the District Council and provides a degree of uncertainty if undertaken in an ad hoc manner. Plan Change requests are considered appropriate and common for the District and provide the best level of certainty for the future use of the site for the owners, neighbours, District Council and wider community. As such this option, non-complying resource consents, is not considered further.
61. The relevant objectives and policies for both practical options, the status quo and re-zoning the site to Residential 2 are considered to be within Chapter 2 Maori, Chapter 3 Water, Chapter 4 Land and Water Margins, Chapter 11 Transport, Chapter 12 Health Safety and Wellbeing, Chapter 13 Resource Management Framework, Chapter 15 Urban Environment, Chapter 17 Residential Zones and Chapter 18 Constraints on Development and Subdivision. A detailed assessment of the relevant objectives and policies of the Waimakariri District Plan for both options has been undertaken and is attached in Appendix D.
62. Careful consideration has been given to these relevant objectives and policies (Appendix D) and it is considered that the proposed Plan Change to re-zone the site to provide for consolidation and intensification for residential use and growth will better achieve the objectives of the District Plan and therefore achieve the purpose of the RMA.

### 7.3 Assessment of the Provisions

63. The Section 32 evaluation requires that the provisions of the proposal are the most appropriate way to achieve the objectives. As part of the assessment the Plan Change Request has identified the benefits and costs of the anticipated effects, including opportunities for economic growth and employment, the effectiveness and efficiency if the provisions and the risks of acting or not acting.

#### 7.3.1 Benefits and Costs

64. Section 32 (2)(a) requires the assessment identify and assess the benefits and costs of the environmental, economic, social and cultural effects of the implementation of the provisions in achieving the objective. Determining the most efficient option means to determine the option resulting in the greatest benefit with the least cost. The assessment has been undertaken from the baseline of the existing environment and any potential changes as a result of the existing Residential 4B zoning, that is the anticipated environment under the Residential 4B zoning with approximately 11 rural-residential sections.
65. It is noted that under the economic assessment some of the costs identified will be borne by the landowner and are not costs to the Council or the ratepayers of the District. The costs and benefits for both options are evaluated in Tables 2 and 3 below.

Table 2: Benefit and Cost Assessment of the Status Quo (Do Nothing) Option

	Benefit	Cost
Environmental	No need to provide an integrated on-site stormwater treatment system. Separate individual discharges to ground could be provided.	Could apply to reduce the esplanade widths along the Southbrook Stream. Less public access to the Southbrook Stream and Council reserve.

Economic	No cost to retain the existing zoning.	No potential increase in development contributions. Less opportunity to integrate infrastructure.
Social	Maintain low density housing options for residents that would prefer larger section sizes within the urban area.	Maintain low density housing, without Outline Development Plan, reliant on District Plan for integration. Less integration with surrounding areas and provision of open spaces and pedestrian and cycle links.
Cultural	It is considered there are no cultural benefits.	It is considered there are no cultural costs.
Efficiency	Overall the efficiency of the Status Quo (Do Nothing) option is considered to be low-medium as the costs generally outweigh the benefits.	

Table 3: Benefit and Cost Assessment of the Request Plan Change  
(Re-Zone to Residential 2) Option

	Benefit	Cost
Environmental	Esplanade provision generally set at 20m. Increased public access to the waterway and Council reserve. Reticulated water and waste water services. On-site stormwater treatment.	Increased residential density, less perceived open land.
Economic	Increase in development contributions. Increase in number of rateable sections in the District. Integrated infrastructure with the surrounding urban area.	The cost in preparing the plan change request. Cost in providing infrastructure, including stormwater treatment. Costs to be met by the developer, not Council or ratepayers.
Social	Integrated neighbourhood with clear pedestrian and cycle links for residents and wider community. Increase residential sections to meet the demand.	Reduce the low density (rural-residential) living option within the Rangiora Township area.
Cultural	Certainty in regards to the esplanade requirements to protect the banks of the stream.	It is considered that there are no cultural costs.
Efficiency	Overall the efficiency of the Re-Zone option is considered to be medium- high as the benefits generally outweigh the costs.	

66. Section 32 also requires an assessment of the opportunities for economic growth and employment as a result of the implementation of the provisions. With regards to this Plan Change Request it is noted that no business or commercial zoning is to be provided and as such there is no direct economic growth or employment opportunities provided. However as a result of the increase residential density of the site economic growth and employment will be created by construction of the new dwellings and infrastructure and by new residents using local businesses and services.
67. The above benefit cost assessment has identified that the status quo and re-zoning options have similar effects, in that both provide for residential development of the site within the Rangiora Township. On balance it is considered that the re-zoning of the site, to Residential 2, will have somewhat better benefits with fewer costs. Furthermore, the requested Plan Change will provide for much need housing, close to the town centre with existing infrastructure in a manner that will provide positive benefits to the local and wider community.

### 7.3.2 Efficiency and Effectiveness

68. Section 32 also requires that the private Plan Change Request examine whether the provisions in the proposal are the most appropriate way to achieve the objective by assessing the efficiency and effectiveness of the provisions in achieving the objectives. In regards to this application the 'provisions' are the new and amended rules proposed to be inserted into the District Plan along with the development of the site in accordance with the Outline Development Plan. No other new provisions or rules are considered necessary as the existing zone provisions provide the necessary framework to meet the relevant objectives and policies of the District Plan and the Resource Management Act.
69. In assessing the effectiveness and efficiency of the proposed Plan Change Request the following generally accepted definitions have been used;
- ❖ 'Effectiveness' is assessed in terms of being a practical and workable solution to achieve the desired outcomes, as stated in the objectives (objective includes the purpose of the Plan Change Request).
  - ❖ 'Efficiency' is considered in terms of the greatest benefit relative to costs. The option that produces the most net benefits is considered to be the most efficient option.
70. The efficiency and effectiveness of the new and amended proposed rules to achieve the objective is considered to be high. Zone rules, including those that require development to be in accordance with the Outline Development Plan are a standard method used to achieve the District Plan objectives and for the re-zoning purpose to provide for intensification of residential use of the site.
71. The Outline Development Plan design and layout provides certainty with regards to key outcomes for the development of the site. In providing for roading and pedestrian links, along with stormwater treatment areas, esplanades and green spaces at the plan change stage the future subdivision and land use of the site will be integrated and well designed. Without new rules, including the Outline Development Plan, development of the site could occur in an ad hoc manner not consistent with the high amenity and level of integration the objectives are trying to achieve for the Residential 2 Zone.
72. The assessment of the Waimakariri District Plan objectives and policies in Appendix D includes an assessment of each option in regards to the effectiveness. The benefit cost tables for each option includes an assessment of as to the efficiency.

73. The Plan Change request is considered to provide a high level of efficiency and effectiveness of the provisions in achieving the objectives in accordance with the Section 32 provisions in comparison to the other reasonably practicable option identified.

### 7.3.3 Risk of Uncertainty or Insufficient Information

74. Section 32(2)(c) requires that the Plan Change Request include an assessment of the risk of acting or not acting if there is uncertain or insufficient information. Not acting means retaining the current situation whereas acting means adopting the most effective and efficient method.
75. Should the 'take no action' approach be applied, the impact on the environment from ad hoc development of the site could be significant, particularly where comprehensive management of stormwater disposal does not occur. The site could be slowly developed in an uncoordinated format as individual resource consents are applied for and granted.
76. Implementing the proposed Plan Change Request will provide a level of certainty to the future development of the site. It will ensure that the site's existing assets, both natural and physical are maintained or enhanced. Adverse effects on the environment will be avoided, remedied or mitigated in a comprehensive and controlled way. There is sufficient information available to demonstrate that development of the site in the style proposed can occur in a manner that avoids, remedies or mitigates adverse effects on the environment.
77. All options contain an element of uncertain or potentially insufficient information. A number of detailed investigations of the site have been undertaken to address any areas of likely uncertainty. As a result of these reports there is sufficient information to demonstrate that the change in zone will provide for an appropriate use of the site. While there are areas that require future works at the subdivision stage this does not preclude the change of zone.
78. There is sufficient information available to show that re-zoning for increased residential density of land use as proposed will be a suitable use of the site and will better enable the recovery of Greater Christchurch in a manner consistent with the Land Use Recovery Plan (LURP) and the Canterbury Regional Policy Statement (RPS).

## 7.4 Summary of Section 32

79. The evaluation prepared as part of this Plan Change Request under Section 32 of the RMA has assessed that the objectives of the proposal are the most appropriate way to achieve the purpose of the Act. Furthermore the provisions in the proposal are the most appropriate way to achieve the objectives.

## 8 Assessment of Actual and Potential Effects on the Environment

80. The assessment of actual and potential effects on the environment (AEE) has been prepared in accordance with the Fourth Schedule of the RMA. The First Schedule, clause 22(2) of the RMA requires *'Where environmental effects are anticipated, the request shall describe those effects, taking into account the provisions of Schedule 4, in such detail as corresponds with the scale and significance of the actual or potential environmental effects anticipated from the implementation of the change, policy statement, or plan'*.

81. The following actual and potential effects have been considered as part of the private Plan Change Request.
- ❖ Urban Form and Amenity Values
  - ❖ Transport
  - ❖ Servicing
  - ❖ Natural Hazards (including Flooding)
  - ❖ Health of Land
  - ❖ Waterways
  - ❖ Tāngata Whenua and Cultural
  - ❖ Reverse Sensitivity
  - ❖ Positive Effects
82. Reports, where necessary, have been prepared to address any actual or potential effects. These reports should be read in their entirety as they form part of the application for the Plan Change Request.
83. The relevant actual or potential effects on the environment of the proposed Plan Change Request are addressed below.

## 8.1 Effects on the Urban Form and Amenity Values

84. The application site is located within the boundary of the urban limits for the Rangiora Township. The site currently appears rural in nature, with two dwellings, a number of other buildings and a number of rural activities, including a horse track. The change to a low density urban environment will move the existing rural visual boundary from the north side of South Belt southwards to the Southbrook Stream. The site is currently zoned Residential 4B that would enable the site to be developed into lifestyle blocks with approximately 11 sections (and dwellings). The change from the Residential 4B to Residential 2 zone will alter the form, character and amenity of the site as it develops by increasing the potential number of residential units on the site.
85. The main change in visual amenity will be to the properties on the northern side of South Belt who currently have an outlook to open land to the rural landscape. This will change to an urban residential form more consistent with the north side of South Belt. It is noted that the wider Rangiora area has been undergoing a change in the last few years, with significant residential growth around the township. This includes the recently re-zoned land on the western side Pentecost Road. The increase in residential density and new roads will alter the amenity and character of the site and the views from the surrounding properties. The change of amenity and character does not mean that any potential effects will be adverse.
86. The site is located within the urban limits with a current residential zoning, there is an expectation that the site would be developed for urban residential activities. The Plan Change Request will enable the site to contribute amenity and residential activities that are similar to those in the surrounding residential neighbourhood. The area of the site outside the urban limits is not being developed, this will remain Rural zoned.
87. On site amenity has been provided through the careful design of the site, including Urban Design Protocol provisions. These include provisions for good road links, pedestrian and cycle connections, esplanade reserve along the Southbrook Stream and connections to the adjoining Council reserve. The provisions of the Residential 2 zone will apply to the development of the site, which is the same zoning as the sites opposite South Belt and will therefore provide for a similar level of amenity and character with the residential area.

88. The Residential 2 zone characteristic and anticipated environmental outcomes of the Residential 2 zone include open and spacious streetscapes with visible hard surfaces, low traffic speeds, limited advertising, full urban services and trees and plants that enhance the streetscape. The site will be able to provide for these outcomes considered to form part of the amenity of the Residential 2 zone, the existing District Plan provisions will be enhanced by the provision of the Outline Development Plan and the site specific provisions.
89. As part of the re-zoning an Outline Development Plan has been prepared to provide for the key elements of the site. These elements provide for the integration and certainty of the future development. The roading links have been designed in consultation with the Waimakariri District Council to provide links to South Belt in the most appropriate locations, including the link opposite Pentecost Road. No new road will connect to Townsend Road, minimising the traffic to this area.
90. The provisions of the Outline Development Plan and associated rules will provide integration and connectivity with the surrounding area and the provisions of the Residential 2 Zone will provide for a high quality living environment within an urban environment. Overall it is considered that any potential adverse effects on amenity, character and form will be less than minor.

## 8.2 Effects on Transport

91. A Transportation Assessment has been prepared by Carriageway Consulting (Appendix F) to assess the transportation issues associated with the proposed Plan Change Request.
92. The Outline Development Plan identifies the key roading links with the surrounding roading network. As part of the rezoning of the site it is proposed to provide the new road connections to South Belt, not Townsend Road. These connection points provide certainty with regards to the wider road network and the linkages within the site. These points are fixed locations and any change will require further resource consents. The internal roading of the site has been provided as indicative and may be altered depending on the overall subdivision design. A through road is to be provided within the site with a number of small cul-de-sacs providing frontage and access to the residential development.
93. Pedestrian and cycle linkages will be provided to offer alternative movement options within the site, linking to the Southbrook Stream and the Southbrook Park. If the internal roading layout changes then the pedestrian and cycle linkages will need to be altered to continue to provide alternative movement options.
94. The Transportation Assessment has identified that there are two areas where the roading will not comply with the District Plan requirements, these relate to the separation of intersections and vehicle crossings. It is proposed as part of the Plan Change Request that the site be exempt from these provisions, the Transportation Assessment identifies that these minor non-compliances will not adversely affect the efficiency or safety of the road network and the exemption from these rules is appropriate and consistent with other Plan Changes recently adopted.
95. As part of the Plan Change Request a subdivision rule is proposed requiring development, including the road layout, to be generally in accordance with the Outline Development Plan and any deviation would trigger the need for resource consent assessed at the subdivision stage as a non-complying activity where assessment of the safe and efficient use of the road would be required.

96. Detailed roading and access designs will be provided as part of future subdivision consents for the site. Future application will need to address all other roading and access requirements of the District Plan. The site and surrounding area is generally flat and there are good sightlines and the new roading will integrate with the existing roading network. Additional pedestrian and cycle linkages will be provided within the site. Overall it is considered that any potential adverse effects in regards to traffic and transport matters will be less than minor.
97. The Transportation Assessment has identified, evaluated and assessed the various transport and access matters of the Plan Change Request and has concluded that from the Transport and Traffic perspective that the application can be supported and there are no traffic, access or transportation matters that will impede the Plan Change Request or residential development of the site.

### 8.3 Effects on Servicing

98. An Infrastructure Servicing Report has been prepared by Eliot Sinclair (Appendix G) to assess the provisions of water supply, wastewater discharge, stormwater discharge, telecommunications and electrical supply to the site.

#### Stormwater Discharge

99. The site is not currently serviced by a reticulated stormwater system. For the re-zoning of the site stormwater management is proposed by a first flush wet pond that will discharge to a wetland for polishing treatment. The water can then be discharged to the Council stormwater network on the adjoining site. The system will be designed in accordance with the Christchurch City Council Waterways, Wetlands and Drainage Guide (WWDG) to provide for discharge to the Council system based on predevelopment levels (up to and including the 12 hour duration 50 year return period - the critical duration).
100. Within the site, runoff from hard surfaces will be collected in the roadside kerb and channel network and piped in the stormwater management system.
101. On-site treatment and attenuation can be provided before discharging to the Council network and the ODP plan identifies a sufficient area within the site for the stormwater system.

#### Wastewater Discharge

102. Part of the existing Council reticulated gravity system is within the site and discharges to the Rangiora Wastewater Treatment Plant. The 300mm diameter pipe located within the site can provide a suitable outfall for the gravity sewer system to service the development.
103. It is acknowledged that there are currently capacity issues in the Council network. These issues are existing and upgrading will be required by the Council even without this development. It is noted that the works are in the planning stage and the work will be budgeted for in the 2015-2025 LTP.
104. The site can be serviced with reticulated wastewater discharge and there are no impediments to the proposed re-zoning of the site.

#### Water Supply

105. There is an existing reticulated water supply network located in South Belt and Townsend Road. Recent upgrades, including the South Belt Water Supply Reservoir and a new 500mm diameter trunk main in Townsend Road will be able to be used to provide reticulated water supply to the site. A network of water mains and hydrants will be provided within the new roads of the site to provide water for firefighting purposes in accordance with the New Zealand Fire Service Firefighting Water Supplies Code of Practice.

#### Telecommunications and Electricity

106. Confirmation has been provided that there is capacity and the ability for the site to connect to the surrounding existing networks.

#### Summary

107. The Infrastructure Servicing Report has concluded that there are no known impediments to servicing the site for future residential development based on the Residential 2 zoning. As the site can be provided with services connecting to the relevant reticulated networks it is considered that any potential adverse servicing effects will be insignificant.

### 8.4 Effects on Natural Hazards

108. A geotechnical report has been prepared by Eliot Sinclair (Appendix H) to assess any potential natural hazard issues with regards to the site.
109. A desktop study and on-site investigations have determined that the site is not at risk of liquefaction or lateral spread. The Geotechnical Assessment has found that based on the nature of the subsoil materials and depth to groundwater the site is conservatively assessed to be consistent with the Technical Category 1 (TC1) land classification under the Ministry of Business, Innovation and Employment (MBIE).
110. The Geotechnical Assessment has also assessed the potential flood risk for the site and has identified that the area subject to the Plan Change Request, other than a small area bordering the Southbrook Stream, is not at risk from flood hazard. A small area along the Southbrook Stream has been identified as at low to medium risk of flooding in a 200 year flood event. It is noted that most of this area will be located within the 20m esplanade reserve and will not affect future residential sites. There are areas of the site located in the proposed Residential 2 zone area (outside the esplanade reserve) that are at medium or low risk of flooding in the 200 year flood event. These areas have been identified on the Outline Development Plan and a new rule has been proposed to ensure that future residential development within this area is mitigated in regards to any potential flood risk by filling the risk area to an acceptable level.
111. It is noted in the Geotechnical Assessment that the 500 and 200 year flood events have similar effects based on the current modelling in regards to the site and the mitigation proposed for the site for the 200 year flood event will also reduce the risk of adverse effects for a 500 year flood event. Additional flood modelling is being undertaken and the results will inform if any minor amendments are required at the time of the Hearing.
112. The Geotechnical Assessment identifies there are no constraints to the future development of the site and recommends minor mitigation for the small area identified as potentially at risk during the 200 year Ashley River Flood event. The geotechnical report concludes that from a geotechnical perspective, the site is suitable for the Plan Change Request. As such it is considered that natural hazards are able to be adequately mitigated and any potential adverse effects will be less than minor and will not impede the use of the site for residential activities.

## 8.5 Effects on Health of Land

113. A Ground Contamination Assessment has been prepared by Eliot Sinclair (Appendix I) to assess any potential soil contamination issues with regards to the site. The report includes a history of the use of the site to identify if any current or previous activities have the potential to affect human health or the residential use of the site proposed as part of the Plan Change Request.
114. The report includes a detailed assessment of Environment Canterbury, Waimakariri District Council and the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011 (NES soil) requirements.
115. The Ground Contamination Assessment has identified that Hazardous Activities and Industries List (HAIL) activities have been undertaken on the site, including a previous poultry operation, an existing burn pad and an existing (but unused) above ground tank for storage of diesel. As such a Detailed Site Investigation (DSI) was undertaken as part of the assessment.
116. A small area of contamination was identified in the burn pad area and as a permitted activity under the NES, the contaminated soil has been removed from the site. Validation testing has subsequently confirmed that there is now no soil contamination above residential guidelines on the site.
117. The Ground Contamination Assessment concludes that the results of the assessment show that the site is suitable for residential purposes and the no further NES investigation or consent is required for the future subdivision and residential use of the site.
118. As such it is considered that there are no potential adverse effects on the Health of Land and there is no impediment to the Plan Change Request to re-zone the site.

## 8.6 Effects on Waterways

119. The Southbrook Stream runs along the southern boundary of the Plan Change Request site. It is proposed that a 20m wide esplanade reserve will be provided adjacent to the residential development of the site, except a small area adjacent to the existing dwelling which will be 10m wide. The esplanade will effectively provide a 20m buffer between the future residential allotments and the stream, reducing any potential flood risk.
120. It is considered that there will be no amenity or maintenance effects as a result of the reduction in the width of the esplanade reserve to 10m in the area of the existing dwelling. The 10m width is sufficiently wide enough to provide for access in the future. A 2.5m wide combined walkway and cycleway could be used to provide vehicle access if required, leaving 7.5m for amenity and planting. It is further noted that this area is adjacent Townsend Road where additional access can be provided.
121. Stormwater runoff will be collected and directed to the stormwater management area identified on the Outline Development Plan. It will then be discharged to the Council stormwater management system on the adjoining Council site to the east. Some secondary flow of stormwater may enter the waterway during large rain events, however this water is considered to be clean (all first flush runoff will be treated in the stormwater management area).
122. Overall it is considered that any potential adverse effects on the waterway (the Southbrook Stream) will be less than minor and there is no impediment to the Plan Change Request to re-zone the site.

## 8.7 Effects on Tāngata Whenua and Cultural Values

123. The application site is not in a known site or place of importance to tāngata whenua, there are no protected places on the site, no archaeological sites or any other protection (as identified on the Waimakariri District Planning Maps, the New Zealand Archaeological Association website, the New Zealand Historic Places Trust list or in the IMP).
124. As part of the Plan Change Request an assessment has been undertaken with regards to the Mahaanui Iwi Management Plan 2013 (IMP) to assess the potential effects on tāngata whenua values. The full assessment is in Section 9.5 of this Plan Change Request.
125. In summary careful consideration has been given to the design and layout of the site, including the Southbrook Stream, the riparian margin, water and land resources. Services including wastewater and stormwater discharges and water supply will be to and from reticulated networks reducing any potential effects on the land and water resources. Increased public access and protection from the residential development will be provided to the Southbrook Stream by the esplanade provisions.
126. Overall it is considered that any potential adverse effects on tāngata whenua and cultural values will be less than minor and there is no impediment to the Plan Change Request to re-zone the site.

## 8.8 Effects on Reverse Sensitivity

127. The site is separated from the existing, neighbouring residential development to the north by the South Belt road, the closest residential neighbours. To the east is the Southbrook Park, which is owned by the District Council. Land to the south, on the opposite side of the Southbrook Stream is owned by the applicant. Land to the west is zoned Rural and is separated from the site by Townsend Road. As such it is considered that there are no adjoining properties potentially effected by the Plan Change Request.
128. The land to the south will remain zoned Rural and rural activities will continue to be undertaken on the site. These have the potential to generate noise and odour associated with farming and rural activities. There are no intensive farming activities operating in close proximity to the site. A natural boundary, the Southbrook Stream, will separate the residential sites from the rural site. The stream along with the generally 20m wide esplanade reserve on the residential side of the stream will provide a buffer between the two different zones. The new residential sections backing onto the esplanade reserve will have an outlook to rural amenity which may be preferred by the new owners.
129. The Southbrook Park operates under a Reserve Management Plan (RMP) that was adopted in 1999. The RMP acknowledges that the use of the Park will increase in the future and this increase is likely to have increased effects for local residents and the surrounding neighbourhood, this issue is not restricted to the application site. The redevelopment of the park will provide for the opportunity to address any issues associated with the use of the park and the RMP provides opportunities to improve the quality of the environment for park users, adjacent residents and the surrounding neighbourhood. The Southbrook Park is part of the existing environment, this includes the use, noise, parking and lighting of the site. New residents will be aware of the site and the use, there are likely to be potential residents that will want to live next to the reserve. It is further noted that there is an existing resource consent in relation to the club rooms and bar in regards to sporting club functions and other private functions. The resource consent contains conditions to mitigate potential issues, these include location of parking, landscaping, maximum number of private functions and hours of operation, noise requirements.

130. Overall it is considered that any potential adverse effects from reverse sensitivity in relation to the boundary between the residential and rural zone and the boundary with the Southbrook Park will be less than minor and no specific mitigation measures are considered necessary. There is no impediment to the Plan Change Request to re-zone the site.

## 8.9 Positive Effects

131. In addition to the potential effects discussed above it is considered that the Plan Change Request also provides for positive effects in regard to the intensification of the residential zoning of the site. The Plan Change will provide for Residential 2 zoning for a site that is located within the urban boundary of Rangiora Township. The development of the site will be in accordance with the existing Residential 2 zone provisions and supported by an Outline Development Plan to ensure that the future residential development of the site integrates and is sympathetic with the surrounding area. This includes greater public access to the Southbrook Stream through the esplanade provisions and the pedestrian links through the future subdivision. The urban form of the site will provide for a high level of amenity within and looking into the site that is consistent with the surrounding urban form.

## 8.10 Summary of Assessment of Effects

132. It is considered that the re-zoning of the site from Residential 4B to Residential 2 provides for a comprehensive and integrated development in a manner that any potential adverse effects will be less than minor and will not impede the development of the site. Additionally there will be positive effects through the integrated and comprehensive development of the site in accordance with the OPD and site specific provisions.
133. It is considered effects will be positive and there is no impediment to the Plan Change Request to re-zone the site. Overall it is considered that the site is suitable for residential development under the Residential 2 zone provisions.

# 9 Consistency with other Relevant Planning Documents

134. Sections 74 and 75 of the RMA require regard to be had to a number of planning documents. In accordance with the RMA the Plan Change Request has been considered in light of other relevant plans or proposed plans, as well as other matters which were considered relevant and reasonably necessary for the assessment of the proposal. As such the proposal has been assessed with regards to the following planning documents:

## 9.1 Recovery Strategy for Greater Christchurch

135. The Recovery Strategy for Greater Christchurch (the Recovery Strategy) has been prepared by the Christchurch Earthquake Recovery Authority (CERA) under the Christchurch Earthquake Recovery Act (CER Act). The Recovery Strategy is a statutory document that must be "read together with, and forms part of" other relevant legislation within the greater Christchurch area. It is the key reference document that guides and coordinates the programmes of work including Recovery Plans. Sections 3-8 of the Recovery Strategy have statutory effect.
136. The strategy aims to provide overall direction to individuals and organisations who have a role in recovery activities; coordinate recovery activities, and take opportunities to restore, renew and revitalise and enhance greater Christchurch, amongst other things.

137. Section 26 of the CER Act requires that in greater Christchurch, RMA documents (regional policy statements, regional plans and city and district plans) must not be interpreted or applied in a way that is inconsistent with the Recovery Strategy.
138. 'Recovery' is defined by the CER Act and includes both restoration and enhancement. Sections 4 and 5 are relevant to the application. The Strategy identifies the six components of recovery, of which the built environment, economic and social recovery are included, with the community at the centre of the philosophy. Section 4 of the Strategy sets vision and goals for each recovery component, some of which are relevant to the proposal.
139. In regard to Section 4 Economic Recovery, the Strategy includes looking to revitalise Christchurch by planning for flourishing rural towns and facilitating opportunities for local investment. This proposal represents local investment in Rangiora by the provision of new housing to meet the residential needs of the town and district, further promoting the Rangiora township and the lifestyle to live in a growing rural township.
140. In regard to Section 4 Built Environment Recovery, the Strategy looks to enable zoning of sufficient land for recovery needs consistent with urban settlement patterns with integrated infrastructure and transport networks.
141. This proposal is to rezone the site from Residential 4B to Residential 2 in the existing urban area of Rangiora. The development is proposed to be located in an area where residents will have easy access to Rangiora with commercial and retail services, community services and transport systems, along with other facilities in the immediate area. In these respects the proposal is consistent with the Strategy vision for social recovery.
142. The proposal represents a development specifically designed to provide efficient additional housing, in a location that is accessible and connected to the township of Rangiora and the wider area. There are opportunities for residents to participate in social, cultural and economic activities in Rangiora and the wider area.
143. Natural hazards risks and geotechnical constraints have been considered in regard to this proposal and relevant reports are attached. While the site is not in an area that has been re-zoned after the Canterbury earthquakes for residential housing, the site and development are located within the existing urban settlement pattern, and within the existing urban form of Rangiora. In these respects the development is consistent with the visions and goals for the built environment recovery.
144. Section 5 of the Strategy sets out the priorities that are relevant and the first of which is people's safety and wellbeing by enabling people, particularly the most vulnerable, to have access to support and to provide options for housing. The supply of land for recovery needs is prioritised by efficient consenting processes and timely provision of infrastructure, with the end result to enable developers to provide a mix of quality housing options that are connected to services and infrastructure (including schools, communications, shopping and transport networks).
145. Another priority that is relevant is to coordinate work across central government, iwi, local authorities, insurers and the private sector to respond to housing needs, and to encourage provision of a variety of accommodation that is sufficient for residents.
146. The proposal contributes to the above priorities of the Strategy, given the site is an intensification of an existing residential zone that will achieve connection to services and infrastructure for the proposed residents, as well as providing an alternative quality housing location for those people who need it.
147. For all of the above reasons, the proposal consistent with the statutory Sections 3-8 of the Recovery Strategy for Greater Christchurch.

## 9.2 Land Use Recovery Plan

148. The Land Use Recovery Plan for Greater Christchurch prepared under the Canterbury Earthquake Recovery (CER Act) became operative on 6 December 2013. The CER Act requires any changes to planning documents to not be inconsistent with the Land Use Recovery Plan.

149. The Land Use Recovery Plan puts land use policies and rules in place to assist rebuilding and recovery of communities (including housing and businesses) that have been disrupted by the earthquakes, helping to achieve the vision of the Recovery Strategy for Greater Christchurch.

150. It contains 50 interconnected actions of which the following actions are considered of relevance;

*Action 3: Immediate amendments to Waimakariri District Plan*

*Waimakariri District Council is directed, pursuant to section 24(1)(a) and (b) of the CER Act, to amend its district plan as set out in appendix 3 (Amendments 3, 4 and 5).*

*Action 4: Waimakariri District Plan*

*Waimakariri District Council is directed, pursuant to section 24(1)(c) of the CER Act, to change or vary the objectives, policies and methods of its district plan to the extent necessary to identify appropriate sites, including brownfield sites, within the existing urban area for intensified residential and mixed-use development and enable comprehensive development of these sites.*

*Action 44: Immediate amendment to Regional Policy Statement*

*Environment Canterbury is directed, pursuant to section 24(1)(a) of the CER Act, to include objectives, policies and methods in a new chapter 6 in the Canterbury Regional Policy Statement as set out in appendix 1.*

*Action 47 Amendment of Waimakariri District Council district plan to enable supportive regulatory environment.*

*Waimakariri District Council is directed, pursuant to section 24(1)(c) of the CER Act, to make any changes or variations to objectives, policies and methods in its district plan (in addition to those directed in other actions in this Recovery Plan) that it considers are appropriate to enable and support recovery and rebuilding in accordance with this Recovery Plan.*

*If issues impeding recovery are identified, a request may be made to the Minister for Canterbury Earthquake Recovery to use interventions under the CER Act to make changes to the district plan.*

151. Actions 3 and 44 effectively had immediate effect and have taken place. Action 3 inserted a number of amendments into the Waimakariri District Plan of which Amendment 5 relating to development outside of existing urban limits and priority areas is relevant. This action restricts development outside of these areas, it is noted that the application site is within the Rangiora urban area and is consistent with the action.

152. Action 44 inserted new objectives, policies and methods into the Canterbury Regional Policy Statement via new Chapter 6. Assessment of these provisions of the Waimakariri District Plan and the Canterbury Regional Policy Statement has found that the Plan Change is consistent with these documents and accordingly it is considered the proposal is consistent with this action.

153. Action 4 has been through the consultation phase by the District Council (at the time of preparing the Plan Change Request) and addresses the requirements for comprehensive development in the Residential 1, 2 and 6 zones. Generally comprehensive development is being provided for sites of four or more dwellinghouses that are developed before any subdivision of the site occurs. These new provisions would allow for intensification within the existing Residential 1, 2 and 6 zones subject to a number of objectives, policies and rules to be inserted in the District Plan. However, these new provisions do not include re-zoning existing residential areas to increase urban density, as is proposed by this application. The provisions provided by this Action do not impact on the current zoning however, it is noted that if these new provisions are approved and inserted into the District Plan there is the potential for these to apply if the re-zoning of the site is approved. It is considered that the Plan Change request does not conflict with this action, it supports intensification with the urban areas.

154. Action 47 has also been released for consultation by the District Council and contains a number of matters that will enable and support recovery and rebuilding by potentially reducing consenting requirements. The following changes are included in the information for consultation:

- *Deleting the requirement for relocated dwellings to obtain resource consent;*
- *providing for the stabilisation of structures or buildings damaged by earthquakes as a permitted activity;*
- *including the ability to assess economic costs associated with retaining heritage buildings and structures when processing a resource consent for their removal or alteration;*
- *removing the resource consent requirement for additional dwellings on a site needing a resource consent for financial contributions;*
- *providing for an increase in the permitted amount of earthworks on residential zoned sites where land remediation is required for sites with increased liquefaction vulnerability;*
- *providing for building demolition material to remain on the demolition site for no more than one month after demolition work has been completed;*
- *requiring that building demolition material be disposed of to an approved landfill or recycling site;*
- *providing an exemption from the noise rules for the construction and operation of the arterial road at west Kaiapoi;*
- *providing for vibration and noise from construction in residential areas to reflect those submitted to Minister for Canterbury Earthquake Recovery under Action 25(ii).*

155. It is considered that these changes are not directly relevant to the Plan Change Request, however if these are inserted into the District Plan it is considered that the Plan Change Request will not be inconsistent with the changes by Action 47.

156. Overall, the Plan Change Request is consistent with the Land Use Recovery Plan, including the Action Points that the Waimakariri District Council has already implemented and those currently out for consultation.

## 9.3 Canterbury Regional Policy Statement

157. The Canterbury Regional Policy Statement (RPS) became operative in January 2013 and provides an overview of the resource management issues of the region. It sets out how natural and physical resources are to be managed in an integrated way to promote sustainable management. The existing provisions of the Waimakariri District Plan are generally considered as giving effect to the RPS. Further consideration and assessment is considered necessary where provisions of the Land Use Recovery Plan have more recently changed the RPS and on this basis it is considered that the relevant sections of the RPS are Chapter 5 Land-use and Infrastructure, Chapter 6 Recovery and Rebuilding of Greater Christchurch and Chapter 11 Natural Hazards. A full assessment of the RPS is provided in the tables in Appendix E.
158. Chapter 5 Land-use and Infrastructure relates to changes to urban areas together with the infrastructural services that relate to the integration of land use and regionally significant infrastructure. The chapter includes issues, objectives and policies that relate to the Canterbury area, however some exclude the Greater Christchurch area as these are provided in Chapter 6. Chapter 6 takes precedence to Chapter 5 in regards to the Greater Christchurch area. Rangiora is located with the Greater Christchurch area.
159. The relevant provisions of Chapter 5 include;
- ❖ Issue 5.1.3 Lack of Strategic Integration (Entire Region)
  - ❖ Issue 5.1.4 Land Use and Transport Integration (Entire Region)
  - ❖ Objective 5.2.1 Location, design and function of Development (Entire Region)
  - ❖ Policy 5.3.7 Strategic land transport network and arterial roads (Entire Region)
160. The ODP provides for comprehensive and integrated development that is ideally located with surrounding roads and reticulated networks. The ODP provides for connections to existing reserves and waterways, close to public transport networks and is within the Rangiora Township area.
161. Chapter 6 Recovery and Rebuilding of Greater Christchurch was inserted into the RPS under the direction of the Land Use Recovery Plan for Greater Christchurch under the Canterbury Earthquake Recovery Act 2011 (CER Act). Chapter 6 of the RPS is consistent with and supports the implementation of the Recovery Strategy for Greater Christchurch. Chapter 6 focuses on the metropolitan urban area of Greater Christchurch, including Rangiora and provides the resource management framework for the recovery of Greater Christchurch to enable and support earthquake recovery and rebuilding.
162. The Plan Change Request will provide for intensification of an existing residential zone within the Rangiora urban area to provide for the residential growth of the area. The ODP provides for comprehensive and integrated development of the site that will enable the residential needs of the future residents. The site is located within the area defined as an existing urban form in Map A attached to Chapter 6 of the RPS.
163. This Plan Change Request is consistent with these provisions of the RPS, as the site is within an urban area identified through Chapter 6 of the RPS, the proposal promotes a high quality urban design with strong amenity values closely attached and linked to surrounding urban/residential area. Existing infrastructure can be integrated into the development with upgrades as required. The development can be effectively and efficiently integrated within the local and wider traffic network (including public transport) and strong links will be provided for public access to waterways and open space, within and adjoining the site. Emphasis throughout the proposal design has been for pedestrian and cycle access, allowing for safe and efficient links within and between the surrounding environment.

164. Chapter 11 Natural Hazards relates to managing natural hazard risk in Canterbury. The objective seeks that risks from natural hazards are avoided in the first instance and otherwise mitigated. Avoiding these impacts involves ensuring that development does not occur in high hazard risk areas. The site is identified as at low risk from natural hazards, including earthquakes (and the associated effects) and flooding. It is considered that a suitable level of mitigation can be provided for the small area of the site potentially at risk in the 200 year flood event to an acceptable level at the time of future development.
165. The site is ideally located with surrounding roads, reticulated services and will not have adverse effects on the physical resources. The ODP provides for connections to existing reserves and waterways, close to public transport networks and is within the Rangiora Township area. Overall the Plan Change Request is considered to be consistent with the relevant provisions of the Canterbury Regional Policy Statement.

## 9.4 The Greater Christchurch Urban Development Strategy

166. The Greater Christchurch Urban Development Strategy (UDS) identifies that a primary outcome of the UDS is;
- '... is for a greater range of housing to meet more diverse needs of the community. In some cases, the type of home will need to change to meet this change in demographics.'*
167. The UDS and associated Action Plan outline the steps and actions anticipated to provide for the future growth of Greater Christchurch, as desired by the community. As part of the UDS, guiding principles and strategic directions support the direction and vision for growth within the Greater Christchurch area. The UDS is a collaboration by the strategic partners, Environment Canterbury, Christchurch City Council, Waimakariri District Council, Selwyn District Council, New Zealand Transport Agency and Te Rūnanga o Ngāi Tahu with consultation with the community.
168. The UDS partners have also been involved with the recovery of Greater Christchurch and have been involved in a number of recovery plans. The UDS Strategy has become an important document in the recovery by providing long-term visions for areas of identified growth that not only support future growth but also the short-medium term recovery as a result of the Canterbury Earthquakes
169. The urban revitalisation objectives of the UDS strive to provide a diverse range of housing within towns, suburbs and Central City Christchurch. As part of this the realisation and potential redevelopment includes land that is derelict, under-utilised or vacant. This will enable the focusing resources to provide increased residential housing to meet that current and future shortfall of housing in the Greater Christchurch area.
170. The proposed re-zoning of the currently undeveloped Residential 4B site to Residential 2 will provide increased housing options that meets the needs and direction provided in the UDS, in a location that provides for social, economic and community activities, is serviced with public transport and will provide for a pleasant living environment for the future residents while maintaining the amenity of the surrounding environment.
171. Overall, it is considered that Plan Change Request is consistent with the Greater Christchurch Urban Development Strategy.

## 9.5 Mahaanui Iwi Management Plan

172. The Mahaanui Iwi Management Plan (IMP) was lodged with the relevant Councils on the 1<sup>st</sup> of March 2013, including the Waimakariri District Council. The Resource Management Act contains a number of provisions in regards to Maori interests, including the principles of the Treaty of Waitangi, and gives statutory recognition to Iwi Management Plans.

173. The Mahaanui Iwi Management Plan 2013 is a written document, it is an expression of kaitiakitanga which is fundamental to the relationship between Ngai Tahu and the environment. The IMP sets out how to achieve the 'protection of natural and physical resources according to Ngai Tahu values, knowledge and practices' (IMP section 5.1). It identifies a number of issues and associated policies, including subdivision and development guidelines. This promotes early engagement at various levels of the planning process to ensure certain outcomes are achieved within the development.

174. The Mahaanui IMP 2013 has been prepared by the six Papatipu Rūnanga of the takiwā:

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

175. The site is located within the area covered by the Mahaanui Iwi Management Plan 2013(IMP) and as such it is considered appropriate to assess the application under the IMP to assess the potential effects on Tāngata Whenua vales.

176. The relevant sections and policies to the applications are addressed as follows;

#### Section 5.1 Kaitiakitanga

177. The objectives of this section of the IMP acknowledge that the Mahaanui IMP 2013 is a manawhenua planning document for the six Papatipu Rūnanga in the region. It is acknowledged that there is a relationship that the Rūnanga have to the land and water, kaitiakitanga and Treaty of Waitangi. This section of the IMP provides an overarching policy statement on kaitiakitanga and is relevant to all other sections of the IMP.

#### Section 5.3 Wai Maori

178. This section of the IMP addresses objectives and policies for fresh water and provides guidance to freshwater management in a manner consistent with Ngai Tahu cultural values and interests. The relevant issues include;

- ❖ Issue WM1: Rights and interests
- ❖ Issue WM2: Value of water
- ❖ Issue WM3: Priorities for use
- ❖ Issue WM4: Management of water
- ❖ Issue WM6: Water quality
- ❖ Issue WM8: Water quantity
- ❖ Issue WM12: Beds and margins
- ❖ Issue WM13: Wetlands, waipuna and riparian margins
- ❖ Issue WM14: Drain management

179. It is recognised that Ngai Tahu and Rūnanga have interests and a relationship with freshwater resources.

180. The Plan Change Request will provide for water supply from the existing Council reticulated network, existing wells will be discontinued and no new water take applications will be made for the site of the Plan Change Request.

181. No water will be taken from the Southbrook Stream.
182. There will be no effluent discharges to ground or waterways, the site is located within an existing urban area and will connect to the Council reticulated wastewater network.
183. As part of the Plan Change Request careful consideration of stormwater management has been undertaken. The stormwater treatment system will be designed to similar specifications as to those in the Christchurch City Council's Waterways and Wetlands Drainage Guide (as acceptable standards to be used in Waimakariri). On-site stormwater treatment will be provided by way of a basin in the southeast corner of the site. Stormwater will then be conveyed to the stormwater treatment system on the adjoining Council site, in particular the system is designed to avoid direct discharges to the Southbrook Stream.
184. The riparian margins of the Southbrook Stream will be protected by the provision of the 20m esplanade reserve proposed as part Plan Change Request, as shown on the Outline Development Plan. A small area of the esplanade will be reduced to 10m, this is in the northwest area by Townsend Road, and is to reflect the location of an existing dwelling on the site.
185. It is considered that the application is consistent with the Wai Maori section of the IMP.

#### Section 5.4 Papatuanuku

186. This section of the IMP addresses objectives and policies of issues of significance in regard to the land. It recognises the relationships and connections between land, water biodiversity and the sea. The relevant issues include;
- ❖ Issue P1: Papatuanuku
  - ❖ Issue P3: Urban Planning
  - ❖ Issue P4: Subdivision and development
  - ❖ Issue P6: Stormwater
  - ❖ Issue P7: Waste management
  - ❖ Issue P8: Discharge to land
  - ❖ Issue P11: Earthworks
187. The Plan Change Request has been prepared with the aim to minimise any potential adverse effects on the environment. Throughout the preparation of the Plan Change Request and the Outline Development Plan the management of the change of the land use and the effects on the environment have been considered. A full assessment of effects has been addressed in the Assessment of Environmental Effects. A copy of any early assessment of Tāngata Whenua values of the Plan Change Request and Outline Development Plan has been sent to Mahaanui Kurataiao Limited (MKT) for consultation.
188. The application site is not in a known site or place of importance to tāngata whenua, there are no protected places on the site, no archaeological sites or any other protection (as identified on the Waimakariri District Planning Maps, the New Zealand Archaeological Association website, the New Zealand Historic Places Trust list or in the IMP). As part of the application, and the likely future subdivision and land use of the site, provisions have been made to ensure that a 20m wide esplanade reserve will be provided along most of the northern side of the Southbrook Stream. This provision reduces the ability for future applications to apply to reduce the width of the esplanade and provides certainty with regards to the protection of the stream and riparian margin of the waterway, in accordance with the relevant objectives and policies of Section 5.4 Papatuanuku.

189. As discussed under the Section 5.3 assessment careful consideration has been given to the stormwater management of the site. In accordance with the IMP the stormwater system has been designed to provide for a retention basin that will be planted appropriately. In addition to providing a stormwater management system the area will also provide for amenity values and recreation use, along with increased public access to the Southbrook Stream and the adjoining Council land.
190. As discussed under Section 5.3 assessment the supply of water and discharge of sewage wastewater will be to the reticulated network, reducing the direct impact of water takes and discharges to land.
191. While not part of the Plan Change Request it is noted that future earthworks will require the necessary consents and will be undertaken in accordance with a suitable Erosion and Sediment Management Control Plan.
192. Careful consideration has been given to the management of stormwater, the provision of reticulated water and sewage networks, esplanade provisions and sustainable management of the future development. Overall it is considered that the Plan Change Request to rezone the site from Residential 4B to Residential 2 in an existing urban area is consistent with Section 5.4 of the IMP.

#### Section 6.4 Waimakariri

193. This section of the IMP addresses objectives and policies of particular significance to the lands and water of the Waimakariri catchment and provides objectives for the area. The relevant issues include;
- ❖ Issue WAI1: Water quality
  - ❖ Issue WAI2: Lowland streams
  - ❖ Issue WAI3: Groundwater
  - ❖ Issue WAI4: Subdivision and development
  - ❖ Issue WAI6: Water quantity
194. The application site is located in Waimakariri District and issues around water quality and quantity and the potential effects of subdivision and development are relevant considerations as part of this Plan Change Request. As discussed careful consideration has informed the Plan Change Request and Outline Development Plan. It is intended that the Plan Change Request area will be provided with reticulated services at the future subdivision stage where possible; stormwater will be held and treated on-site before discharging to the Council stormwater system on the adjoining Council land (reducing direct discharges to the Southbrook Stream). Riparian margins will be protected by the provision of the 20m esplanade reserve required by the Outline Development Plan and the small area of 10m esplanade reserve adjacent to the existing dwelling; this provides additional protection and access to the Southbrook Stream.
195. It is considered that the Plan Change Request is consistent with the relevant objectives and policies of Section 6.4 Waimakariri of the IMP.

#### Summary

196. The change of the zoning of the site, from Residential 4B to Residential 2 is considered to have less than minor adverse effects and is considered to be consistent with the provisions of the Mahaanui Iwi Management Plan 2013 and is therefore consistent with Tāngata Whenua values.

## 9.6 Canterbury Regional Land Transport Strategy 2012-42

197. The Canterbury Regional Land Transport Strategy (RLTS), prepared under the requirements of the Land Transport Management Act 2003, as amended by the Land Transport Management Amendment Act 2008, was adopted by Environment Canterbury on 9<sup>th</sup> February 2012.
198. The RLTS sets the strategic direction for land transport within the Canterbury region up to 2042 and has a vision that Canterbury has an accessible, affordable, integrated, safe, resilient and sustainable transport system. The vision is supported by five objectives, of which the following are considered to be of most relevance:
- *Ensure a resilient, environmentally sustainable and integrated transport system*
  - *Improve levels of accessibility for all.*
199. The focus of the RLTS in small urban areas is on improving transport options and promoting a multi-modal approach to meet transport needs. Implementation through land use planning is identified in terms of amending District Plans over time to support greater mode choice, local trip making, improved integration between land use and transport and between transport modes.
200. The Transportation Assessment addresses the 16 outcomes that the RLTS expects to achieve and identifies that the proposal will enable a high level of achievement in providing for accessible, affordable, integrated, safe, resilient and sustainable transport system.
201. The Plan Change Request is consistent with the objectives and implementation tools of the Canterbury Regional Land Transport Strategy. The proposal is well integrated with the existing transport infrastructure of local roads and walking and cycling connections and supports greater mode choice within this context.

## 9.7 Residential 1 and 2 Zone Review

202. In April 2013 the District Council released an issues and option paper in regards to how the Residential 1 and 2 Zones of the District should be developed in the future. The submission period for this consultation has closed and the feedback is anticipated to be incorporated in the next review of the District Plan. The review looked at the flexibility, choice, quality and amenity of developing in the Residential 1 and 2 zones. The review also identified a number of recent planning documents that highlighted why a review of the current zoning was important. These included the Urban Development Strategy, the Urban Design Protocol, Proposed Change 1 to the Regional Policy Statement and the Engineering Code of Practice.
203. It is noted that other than the current Land Use Recovery Plan action points no changes have been made to the Residential 1 and 2 zones in the District Plan. It is considered that the current Plan Change Request will conform with the existing provisions and any future changes that would apply to the Residential 2 zone.

## 9.8 Waimakariri District Council Walking and Cycling Strategy

204. The Walking and Cycling Strategy and Implementation Plan was adopted by the Waimakariri District Council on 3<sup>rd</sup> of May 2011. It provides a basis for identifying and prioritising demand for new or improved walking and cycling opportunities within the Waimakariri District. The strategy vision is to:
- *Provide an increase in the number of people who choose to walk and cycle as a means of travel and/or recreation;*

- *Provide an increase in the frequency with which people will choose to walk or cycle; and*
- *To create a walking and cycling environment that is friendly, safe and accessible.*

205. The strategy promotes consideration of walking and cycling at every level of planning and engineering processes and to cater for the diverse needs of people who choose to walk and cycle. The proposal generally supports walking and cycling both within the application site and within the surrounding areas by providing linkages that increase connectivity with South Belt, the Southbrook Stream and the adjacent Southbrook Park. The proposal is considered to support the vision of the Walking and Cycling Strategy.

## 9.9 Waimakariri District Council Long Term Plan

206. The Long Term Plan (LTP) 2012-2022 provides for integrated decision-making and coordination of Council resources and describes, amongst others, community outcomes for the District. The assessment of infrastructure servicing indicates that the proposal can be serviced affordably and efficiently in accordance with identified community outcomes.

## 9.10 Southbrook Park Reserve Management Plan

207. The site is adjacent to the Southbrook Park, to the east of the site. There is a Reserve Management Plan in place to address the use and function of the Reserve. The re-zoning of the site does not alter or directly affect the use of the reserve and will not create a conflict with the Reserve Management Plan. Careful consideration has been given to the design of the Outline Development Plan and the potential future residential use of the site with regards to pedestrian and cycle access, amenity and reverse sensitivity issues. Connections are provided in the Plan Change Request to enable connectivity between the site and Southbrook Park.

## 9.11 Drainage and Stockwater Activity Management Plan

208. The Drainage and Stockwater Activity Management Plan (AMP) 2012 provides an overview of the Council's drainage assets, any issues with the asset and management for future. There are five urban schemes and seven rural schemes.

209. The AMP identifies the level of service to be provided, these factor in the determination of the size, capacity and cost of the scheme. The site is currently located outside of the Rangiora rated drainage boundary area and would be considered part of the Central Rural Drainage Scheme.

210. The Plan Change Request proposes that an on-site stormwater treatment and management area be provided to treat stormwater prior to discharging to the adjoining Council network to the east of the site. While not considered necessary at the Plan Change stage it would be considered appropriate to re-evaluate the area within the Rangiora Scheme to include the land subject to this Plan Change Request. It is noted that once the re-zoning is approved and inserted into the District Plan the subdivision process will establish the stormwater network within this site to a residential level of service and it is the subdivision stage that will trigger the need to assess the site within the Rangiora Drainage Area Boundary.

211. The stormwater network and system within the site will be designed to achieve residential standards and will be subject to engineering approval at the subdivision stage. As such the re-zoning of the site is considered to be consistent with the Drainage and Stockwater Activity Management Plan 2012.

## 10 Part 2 of the RMA

212. Section 74 of the Act requires the Plan Change Request to be assessed under the provisions of Part 2 of the Act. Part 2 sets out the purpose and principles of the Act.

213. Section 5 of Part 2 states that the purpose of the RMA is the promotion of sustainable management of natural and physical resources. Sustainable management is further defined as the management of;

*'the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety while –*

- (a) sustaining the potential of natural and physical resources to meet the reasonably foreseeable needs of future generations; and*
- (b) safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and*
- (c) avoiding, remedying or mitigating any adverse effects of activities on the environment.'*

214. The Plan Change Request seeks to provide for intensification of an existing residential zone within the Rangiora township urban area. The proposal is for the site to adopt the relevant existing objectives and policies in the District Plan. The application site is assessed to be an appropriate area for the Residential 2 Zone to promote sustainable management of natural and physical resources. The Plan Change Request to make changes to the District Plan will enable the District Plan to continue to be consistent with the purpose of the Act. It is considered that the Plan Change Request will promote the sustainable management of the natural and physical resources and will achieve the purpose of the Resource Management Act.

215. Section 6 of Part 2 relates to matters of national importance. The relevant matters are considered to be (a) the preservation of rivers and their margins and the protection from inappropriate subdivision, use and development and (d) the maintenance and enhancement of public access to and along rivers. The Plan Change Request provides provisions for the preservation and protection of the Southbrook Stream and its margins. Furthermore, the Plan Change Request provides for the enhancement of public access to and along stream. In summary, the Plan Change Request recognises and provides for relevant Section 6 matters.

216. Section 7 of Part 2 relates to 'Other Matters'. The Plan Change Request has given particular regard to (a) Kaitiakitanga, (b) the efficient use and development of natural and physical resources, (c) the maintenance and enhancement of amenity values, (d) intrinsic values of ecosystems and (f) maintenance and enhancement of the quality of the environment. The Plan Change Request provides for these matters through the provision of integrated networks, the promotion of attractive living environments and preservation and enhancement of the natural environment. The Plan Change Request provides for a sustainable, effective and efficient use of land. Climate change is not considered to directly affect the urban growth of the area. Energy efficiency is promoted through close proximity of the site to the town centre, community facilities and employment and the provision of efficient transport networks. In summary, the Plan Change Request recognises and provides for relevant Section 7 matters.

217. Section 8 of the Part 2 requires territorial authorities in exercising its functions under the Act to take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi). There are no issues concerning the principles of the Treaty of Waitangi with regard to this Plan Change Request and there are no identified areas of cultural significance.

218. Overall, the Plan Change Request is considered to achieve the principle and purpose of the Part 2 of the Act.

## 11 Conclusion

219. The Clarke Family Trust are applying for a private Plan Change Request to re-zone the land from Residential 4B zone to Residential 2 zone. The Plan Change Request proposes to rezone the site to allow for the Residential 2 zone provisions provided in the Waimakariri District Plan along with some site specific rules to apply to the residential urban development of the site. The Plan Change Request will provide for intensification of an existing residential zone within the Rangiora urban area to provide for residential growth of the District.

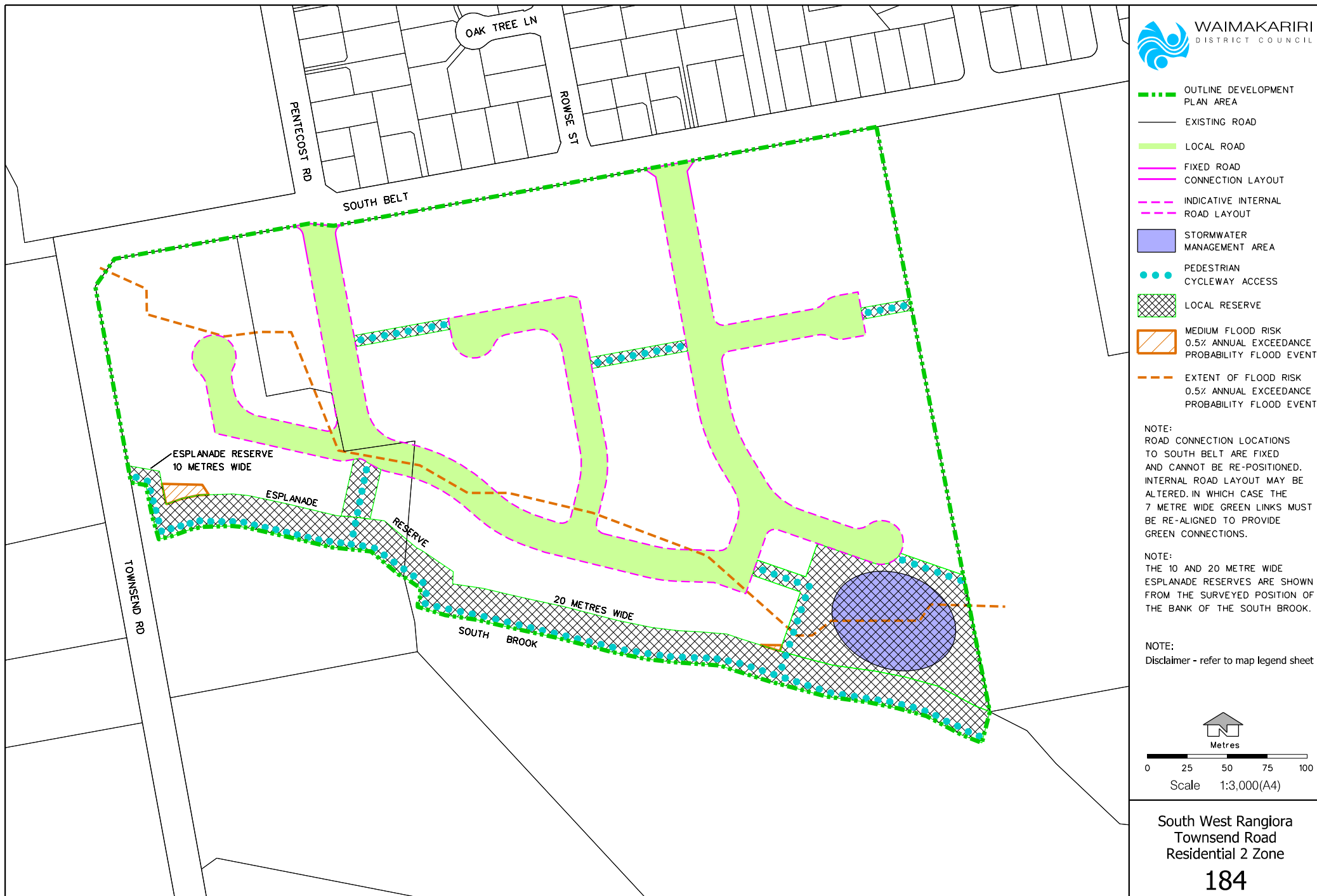
220. The assessment of actual and potential effects has found that there will be less than minor effects and that there is no impediment to the Plan Change Request.

221. The Plan Change Request is assessed as being consistent with the Recovery Strategy for Greater Christchurch, the Canterbury Regional Policy Statement, the District Plan and the other relevant planning documents.

222. The Section 32 assessment of the Plan Change Request has found that the objectives of the proposal are the most appropriate way to achieve the purpose of the Act. Furthermore the provisions in the proposal are the most appropriate way to achieve the objectives.

223. The Plan Change Request to amend the District Plan to enable development of the site under the provisions of the Residential 2 zone is considered to be consistent with and promote the purpose and principals of the Resource Management Act.

## Appendix A: Outline Development Plan



## Appendix B: Proposed Amendments to the Waimakariri District Plan

## Proposed Amendments to the Waimakariri District Plan

The Private Plan Change request proposes the following changes to the Waimakariri District Plan rules and planning maps, changes to text are shown as bold and underline for easy reference.

Additional changes to the number of provisions in the District Plan may be required as a result of the changes to existing provisions and new rules.

### Planning Maps

Amend Planning Maps 116 and 117 (Rangiora) to show the site as Residential 2 zoning with reference to new Outline Development Plan and associated Rules.

Add new Outline Development Plan, Map 175.

### Amendments to Chapters 30, 31, 32 and 33 of the District Plan

## 30. Utilities and Traffic Management – Rules

### 30.6.2 Exemptions

...

- 30.6.2.6 The intersections of roads within the South West Rangiora Outline Development Plan area **and the South West Rangiora Townsend Road Residential 2 Zone** shown on District Plan Maps 173 **and 184** are exempt from complying with Rule 30.6.1.26.

## 31. Health, Safety and Wellbeing – Rules

- 31.1.1.43 Within the South West Rangiora Residential 2 Zone shown on District Plan Map 173 **and the South West Rangiora Townsend Road Residential 2 Zone shown District Plan Map 184** all fencing:

- a. where located between a residential property and reserve land shall have a maximum height of 1.5m and have a minimum visual permeability/openness of 45%; and
- b. where located on and between the road boundary and any part of a dwellinghouse shall have a maximum height of 1.2m.

- 31.17.2.2 Any dwellinghouse erected within the South West Rangiora Residential 2 Zone Outline Development Plan area shown on District Plan Map 173 **and the South West Rangiora Townsend Road Residential 2 Zone shown District Plan Map 184** is exempt from complying with Rule 31.17.1.10.

## 32. Subdivision – Rules

### Outline Development Plans

- 32.1.1.25 Subdivision within the following areas shall generally comply with the Outline Development Plan for that area.

...

**af. The South West Rangiora Townsend Road Residential 2 Zone identified on District Plan Map 184.**

**32.1.1.85 Within the South West Rangiora Townsend Road Residential 2 Zone area shown on District Plan Map 184;**

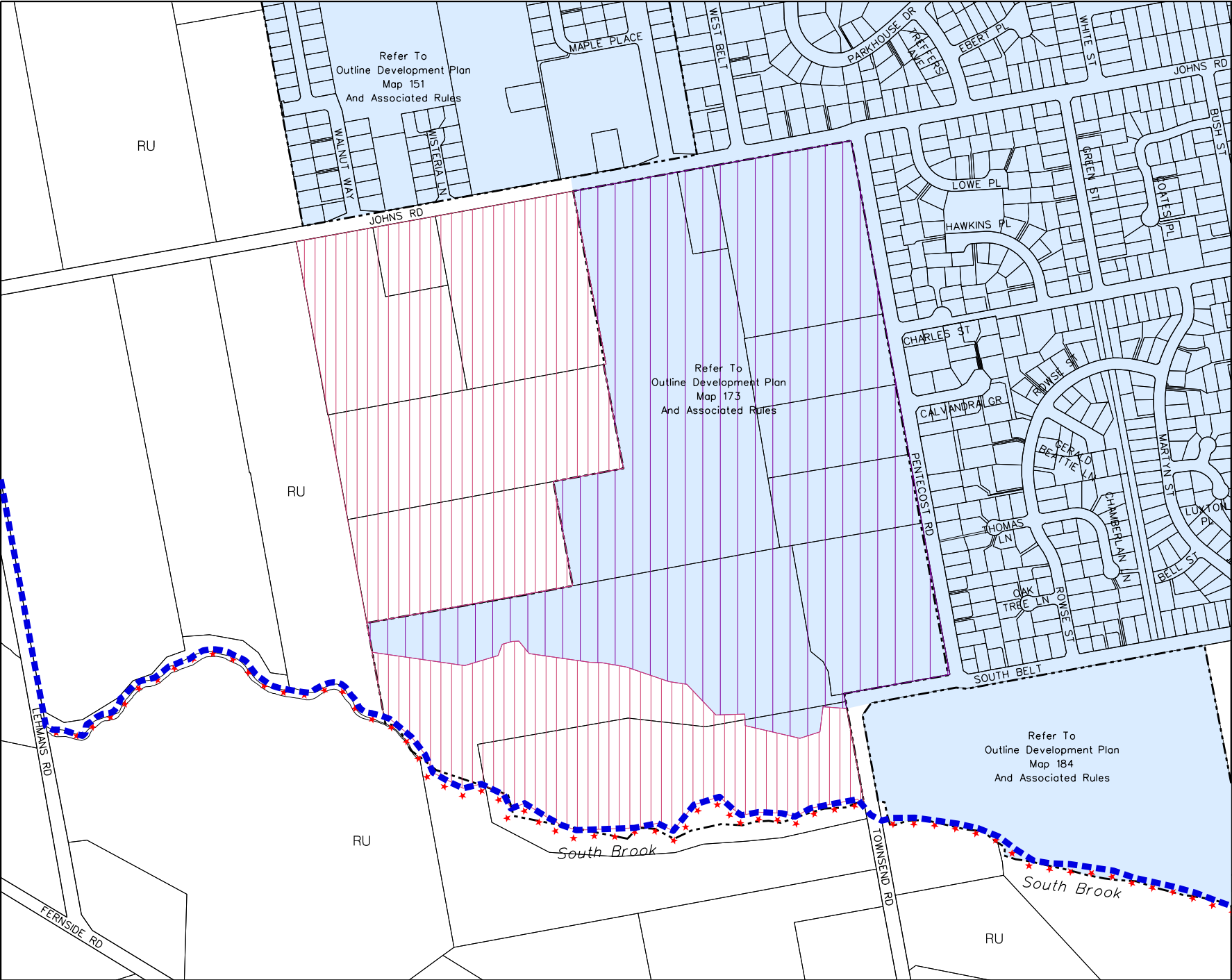
- a. all residential allotments in the area shown on the Outline Development Plan in the medium risk flood area shall have a minimum finished ground level that avoids inundation in a 0.5% Annual Exceedance Probability flood event.**
- b. all residential allotments in the area between the esplanade reserve and the low flood risk in a 200 year event line shown on the Outline Development Plan shall have a minimum finished ground level that avoids inundation in a 0.5% Annual Exceedance Probability flood event.**

- 32.4.1 Except where exempted under Rule 32.1.2, any subdivision that does not comply with Rules 32.1.1.1 to 32.1.1.26, 32.1.1.51 to 32.1.1.53 or 32.1.1.61 to 32.1.1.72, or 32.1.1.74 and 32.1.1.76 to 32.1.1.78 **or 32.1.1.85** or 32.1.1.87 is a non-complying activity.

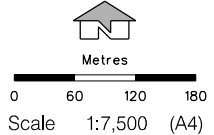
## 33. Esplanades: Locations and Circumstances – Rules

- 33.1.4 Except where provided by Rule 33.1.6 **and Rule 33.1.7**, the minimum width of an esplanade reserve or esplanade strip required under Rules 33.1.1 and 33.1.2 shall be 20m.
- 33.1.7 **Esplanade reserves shall be provided for land adjoining the Southbrook Stream as shown on the Outline Development Plan. The esplanade reserves shall conform with the dimensions shown on District Plan Map 184.**

Any other consequential amendments and numbering changes.

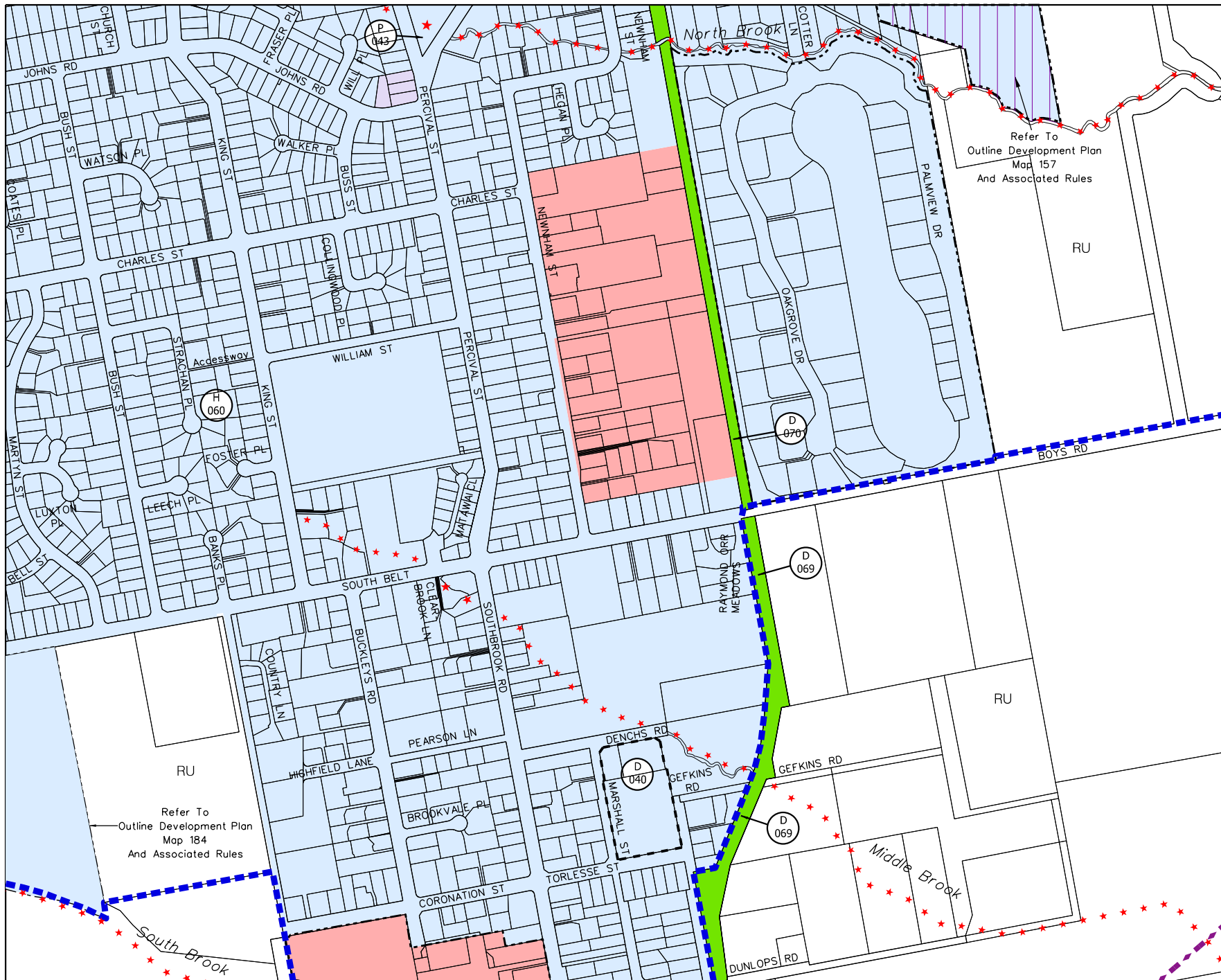


NOTE:  
Disclaimer - refer to map legend sheet



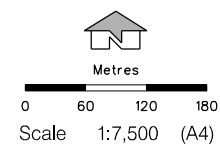
112A	112	113
95	34	116
46	118A	118

**Rangiora**  
**116**



Refer To  
Outline Development Plan  
Map 157  
And Associated Rules

NOTE:  
Disclaimer - refer to map legend sheet



112	113	114
116	117	47
118A	118	

Rangiora

117

## Appendix C: Relevant RMA Provisions

## Relevant Sections of the RMA

### 31 Functions of territorial authorities under this Act

(1) Every territorial authority shall have the following functions for the purpose of giving effect to this Act in its district:

(a) the establishment, implementation, and review of objectives, policies, and methods to achieve integrated management of the effects of the use, development, or protection of land and associated natural and physical resources of the district:

(b) the control of any actual or potential effects of the use, development, or protection of land, including for the purpose of—

(i) the avoidance or mitigation of natural hazards; and

(ii) the prevention or mitigation of any adverse effects of the storage, use, disposal, or transportation of hazardous substances; and

(iia) the prevention or mitigation of any adverse effects of the development, subdivision, or use of contaminated land:

(iii) the maintenance of indigenous biological diversity:

(c) *[Repealed]*

(d) the control of the emission of noise and the mitigation of the effects of noise:

(e) the control of any actual or potential effects of activities in relation to the surface of water in rivers and lakes:

(f) any other functions specified in this Act.

(2) The methods used to carry out any functions under subsection (1) may include the control of subdivision

### 32 Requirements for preparing and publishing evaluation reports

(1) An evaluation report required under this Act must—

(a) examine the extent to which the objectives of the proposal being evaluated are the most appropriate way to achieve the purpose of this Act; and

(b) examine whether the provisions in the proposal are the most appropriate way to achieve the objectives by—

(i) identifying other reasonably practicable options for achieving the objectives; and

(ii) assessing the efficiency and effectiveness of the provisions in achieving the objectives; and

(iii) summarising the reasons for deciding on the provisions; and

(c) contain a level of detail that corresponds to the scale and significance of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the proposal.

(2) An assessment under subsection (1)(b)(ii) must—

(a) identify and assess the benefits and costs of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the provisions, including the opportunities for—

(i) economic growth that are anticipated to be provided or reduced; and

(ii) employment that are anticipated to be provided or reduced; and

(b) if practicable, quantify the benefits and costs referred to in paragraph (a); and

(c) assess the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the provisions.

(3) If the proposal (an amending proposal) will amend a standard, statement, regulation, plan, or change that is already proposed or that already exists (an existing proposal), the examination under subsection (1)(b) must relate to—

- (a) the provisions and objectives of the amending proposal; and
- (b) the objectives of the existing proposal to the extent that those objectives—
  - (i) are relevant to the objectives of the amending proposal; and
  - (ii) would remain if the amending proposal were to take effect.

(4) If the proposal will impose a greater prohibition or restriction on an activity to which a national environmental standard applies than the existing prohibitions or restrictions in that standard, the evaluation report must examine whether the prohibition or restriction is justified in the circumstances of each region or district in which the prohibition or restriction would have effect.

(5) The person who must have particular regard to the evaluation report must make the report available for public inspection—

- (a) as soon as practicable after the proposal is made (in the case of a standard or regulation); or
- (b) at the same time as the proposal is publicly notified.

(6) In this section,—

**objectives** means,—

- (a) for a proposal that contains or states objectives, those objectives:
- (b) for all other proposals, the purpose of the proposal

**proposal** means a proposed standard, statement, regulation, plan, or change for which an evaluation report must be prepared under this Act

**provisions** means,—

- (a) for a proposed plan or change, the policies, rules, or other methods that implement, or give effect to, the objectives of the proposed plan or change:
- (b) for all other proposals, the policies or provisions of the proposal that implement, or give effect to, the objectives of the proposal

### 73 Preparation and change of district plans

(1) There shall at all times be 1 district plan for each district prepared by the territorial authority in the manner set out in Schedule 1.

(1A) A district plan may be changed by a territorial authority in the manner set out in Schedule 1.

(1B) A territorial authority given a direction under section 25A(2) must prepare a change to its district plan in a way that implements the direction.

(2) Any person may request a territorial authority to change a district plan, and the plan may be changed in the manner set out in Schedule 1.

(3) A district plan may be prepared in territorial sections.

(4) A local authority must amend a proposed district plan or district plan to give effect to a regional policy statement, if—

- (a) the statement contains a provision to which the plan does not give effect; and
- (b) one of the following occurs:
  - (i) the statement is reviewed under section 79 and not changed or replaced; or
  - (ii) the statement is reviewed under section 79 and is changed or replaced and the change or replacement becomes operative; or
  - (iii) the statement is changed or varied and becomes operative.

(5) A local authority must comply with subsection

(4)—

- (a) within the time specified in the statement, if a time is specified; or
- (b) as soon as reasonably practicable, in any other case

## **74 Matters to be considered by territorial authority**

(1) A territorial authority must prepare and change its district plan in accordance with—

- (a) its functions under section 31; and
- (b) the provisions of Part 2; and
- (c) a direction given under section 25A(2); and
- (d) its obligation (if any) to prepare an evaluation report in accordance with section 32; and
- (e) its obligation to have particular regard to an evaluation report prepared in accordance with section 32; and
- (f) any regulations.

(2) In addition to the requirements of section 75(3) and (4), when preparing or changing a district plan, a territorial authority shall have regard to—

- (a) any—
  - (i) proposed regional policy statement; or
  - (ii) proposed regional plan of its region in regard to any matter of regional significance or for which the regional council has primary responsibility under Part 4; and

- (b) any—
  - (i) management plans and strategies prepared under other Acts; and
  - (ii) [Repealed]
  - (iia) relevant entry in the Historic Places Register; and
  - (iii) regulations relating to ensuring sustainability, or the conservation, management, or sustainability of fisheries resources (including regulations or bylaws relating to taiapure, mahinga mataitai, or other non-commercial Maori customary fishing),—

to the extent that their content has a bearing on resource management issues of the district; and

- (c) the extent to which the district plan needs to be consistent with the plans or proposed plans of adjacent territorial authorities.

(2A) A territorial authority, when preparing or changing a district plan, must take into account any relevant planning document recognised by an iwi authority and lodged with the territorial authority, to the extent that its content has a bearing on the resource management issues of the district.

(3) In preparing or changing any district plan, a territorial authority must not have regard to trade competition or the effects of trade competition

## **75 Contents of district plans**

(1) A district plan must state—

- (a) the objectives for the district; and
- (b) the policies to implement the objectives; and
- (c) the rules (if any) to implement the policies.

(2) A district plan may state—

- (a) the significant resource management issues for the district; and
- (b) the methods, other than rules, for implementing the policies for the district; and

- (c) the principal reasons for adopting the policies and methods; and
  - (d) the environmental results expected from the policies and methods; and
  - (e) the procedures for monitoring the efficiency and effectiveness of the policies and methods; and
  - (f) the processes for dealing with issues that cross territorial authority boundaries; and
  - (g) the information to be included with an application for a resource consent; and
  - (h) any other information required for the purpose of the territorial authority's functions, powers, and duties under this Act.
- (3) A district plan must give effect to—
- (a) any national policy statement; and
  - (b) any New Zealand coastal policy statement; and
  - (c) any regional policy statement.
- (4) A district plan must not be inconsistent with—
- (a) a water conservation order; or
  - (b) a regional plan for any matter specified in section 30(1).
- (5) A district plan may incorporate material by reference under Part 3 of Schedule 1

## **Schedule 1**

### **Part 2**

#### **Requests for changes to policy statements and plans of local authorities and requests to prepare regional plans**

##### **21 Requests**

- (1) Any person may request a change to a district plan or a regional plan (including a regional coastal plan).
- (2) Any person may request the preparation of a regional plan, other than a regional coastal plan.
- (3) Any Minister of the Crown or any territorial authority in the region may request a change to a policy statement.
- (4) Where a local authority proposes to prepare or change its policy statement or plan, the provisions of this Part shall not apply and the procedure set out in Part 1 shall apply

##### **22 Form of request**

- (1) A request made under clause 21 shall be made to the appropriate local authority in writing and shall explain the purpose of, and reasons for, the proposed plan or change to a policy statement or plan and contain an evaluation report prepared in accordance with section 32 for the proposed plan or change.
- (2) Where environmental effects are anticipated, the request shall describe those effects, taking into account the provisions of Schedule 4, in such detail as corresponds with the scale and significance of the actual or potential environmental effects anticipated from the implementation of the change, policy statement, or plan

## **Schedule 4**

### **Assessment of effects on the environment**

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#### **1 Matters that should be included in an assessment of effects on the environment**

Subject to the provisions of any policy statement or plan, an assessment of effects on the environment for the purposes of section 88 should include—

- (a) a description of the proposal:
- (b) where it is likely that an activity will result in any significant adverse effect on the environment, a description of any possible alternative locations or methods for undertaking the activity:
- (c) [Repealed]
- (d) an assessment of the actual or potential effect on the environment of the proposed activity:
- (e) where the activity includes the use of hazardous substances and installations, an assessment of any risks to the environment which are likely to arise from such use:
- (f) where the activity includes the discharge of any contaminant, a description of—
  - (i) the nature of the discharge and the sensitivity of the proposed receiving environment to adverse effects; and
  - (ii) any possible alternative methods of discharge, including discharge into any other receiving environment:
- (g) a description of the mitigation measures (safeguards and contingency plans where relevant) to be undertaken to help prevent or reduce the actual or potential effect:
- (h) identification of the persons affected by the proposal, the consultation undertaken, if any, and any response to the views of any person consulted:
- (i) where the scale or significance of the activity's effect are such that monitoring is required, a description of how, once the proposal is approved, effects will be monitored and by whom.

## **1AA**

To avoid doubt, clause 1(h) 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.

## **1A Matters to be included in assessment of effects on environment**

An assessment of effects on the environment for the purposes of section 88 must include, in a case where the activity for which a resource consent is sought will, or is likely to, have adverse effects that are more than minor on the exercise of a protected customary right, a description of possible alternative locations or methods for the exercise of the proposed activity (unless written approval for the proposed activity is given by the protected customary rights group).

## **2 Matters that should be considered when preparing an assessment of effects on the environment**

Subject to the provisions of any policy statement or plan, any person preparing an assessment of the effects on the environment should consider the following matters:

- (a) any effect on those in the neighbourhood and, where relevant, the wider community including any socio-economic and cultural effects:
- (b) any physical effect on the locality, including any landscape and visual effects:
- (c) any effect on ecosystems, including effects on plants or animals and any physical disturbance of habitats in the vicinity:

(d) any effect on natural and physical resources having aesthetic, recreational, scientific, historical, spiritual, or cultural, or other special value for present or future generations:

(e) any discharge of contaminants into the environment, including any unreasonable emission of noise and options for the treatment and disposal of contaminants:

(f) any risk to the neighbourhood, the wider community, or the environment through natural hazards or the use of hazardous substances or hazardous installations

## Appendix D: Waimakariri District Plan Objectives and Policies

## Relevant Objectives and Policies of the Waimakariri District Plan

Relevant Objectives and Policies of the Waimakariri District Plan		Residential 4B Status Quo	Residential 2 Re-zone
<b>Chapter 2 Maori</b>			
<b>Objective 2.1.1</b> Effective and appropriate processes and practices that acknowledge the status of tangata whenua as treaty partner and take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).	<b>Policy 2.1.1.1</b> In identifying tangata whenua, Te Runanga o Ngai Tahu is recognised as the iwi authority and Te Ngai Tuahuriri as manawhenua.	Te Ngai Tuahuriri have identified through the District Plan a list of wahi toanga. There are no wahi taonga within the subject site.  The site is not listed as an archaeological site, there are no wahi tapu wahi toanga sites identified for the site.  The Mahannui Iwi Management Plan 2013 identifies that changes in land use are issues of significance.	
	<b>Policy 2.1.1.2</b> Provide for the participation of tangata whenua in the management of the District's natural and physical resources.		
<b>Objective 2.1.2</b> Recognition and provision for the manawhenua concept and practice of kaitiakitanga in the management of natural and physical resources.	<b>Policy 2.1.2.1</b> To have particular regard to manawhenua and spiritual kaitiakitanga in the management of natural and physical resources.	The required esplanade setbacks proposed as part of the Plan Change Request provides certainty with regards to the protection of the waterway and riparian margin.  Both options are consistent with the objective and policies.  The re-zoning option is considered to be more effective in achieving the objective as more certainty is provided by the inclusion of the ODP and associated rules to safeguard and	
<b>Objective 2.1.3</b> Recognition and protection of wahi taonga that is culturally, spiritually and/or physically important to Ngai Tuahuriri.	<b>Policy 2.1.3.1</b> To identify wahi taonga recognised by Ngai Tuahuriri		
	<b>Policy 2.1.3.2</b> Avoid, remedy or mitigate adverse effects on the cultural and traditional values associated with wahi taonga identified in this District Plan.		

<b>Objective 2.1.4</b> Recognition of the importance of mahinga kai to Ngai Tuahuriri and provision for protection of associated resources and access to them.	<b>Policy 2.1.4.1</b> Enable the enhancement of mahinga kai and surrounding taonga, consistent with the principles of kaitiakitanga, to provide a sustainable resource that meets the needs of future generations.	enable access to the Southbrook Stream.	
<b>Chapter 3 Water</b>			
<b>Objective 3.2.1</b>  The maintenance and enhancement of the natural character and ecosystems of water bodies, and their margins.	<b>Policy 3.2.1.1</b> Avoid, remedy or mitigate the adverse effects of land use activities on the: <ul style="list-style-type: none"><li>a. Water quality;</li><li>b. Natural character of water bodies and their margins;</li><li>c. Ecosystems of water bodies and their margins;</li><li>d. Habitat of trout and salmon;</li><li>e. Significant amenity and recreation values of rivers and their margins; and</li><li>f. Mahinga kai resources, wahi taonga of significance to Maori, and the mauri of water.</li></ul>	The existing provisions provide for an esplanade strip of 20m, the provisions allow for this to be reduced or waived subject to a resource consent application. A reduction in width of the esplanade is less effective in protecting the character, ecosystem and margin of the waterway.	The Southbrook Stream will adjoin the Residential 2 boundary. The Plan Change Request provides for a 20m setback from the stream, except a small area adjacent to the existing dwelling. This certainty avoids any potential adverse effects of land use activities on the character, ecosystem and margin of the waterway.  The re-zoning option is considered to be more effective in achieving the objective as more certainty is provided by the inclusion of the ODP and associated rules.
<b>Objective 3.3.1</b> Maintain and enhance the water quality of confined and unconfined groundwater aquifers.	<b>Policy 3.3.1.1</b> Avoid or mitigate the adverse effects of the use, development and protection of land on the water quality of confined and unconfined groundwater	The site is identified as being over an unconfined or semi-confined groundwater aquifer. It is considered that the increase in residential density over the site will not adversely	

	aquifers.	affect the groundwater quality.  Both options are considered to effectively address this objective and policy.	
<b>Objective 3.4.1</b> Public access to and along the rivers of the Waimakariri District is maintained or enhanced.	<b>Policy 3.4.1.1</b> Maintain and enhance public access to and along rivers of the District where access does not conflict with conservation values, the legal rights of property owners and public safety.	Any development under the existing zone provisions will provide for esplanade along the northern boundary of the stream that will enable the public access to the stream.	In addition to providing a 20m esplanade strip along the northern boundary of the stream the ODP will provide additional public connection points from the site. The re-zoning is considered to be more effective in providing public access along the stream.
<b>Chapter 4 Land and Water Margins</b>			
<b>Objective 4.1.1</b> Maintain and enhance the life-supporting capacity of the land resource in the District.	<b>Policy 4.1.1.1</b> Promote sustainable land management practices that avoid or mitigate environmental impact such as soil loss, soil structure deterioration, soil nutrient depletion, land contamination, and non-point pollution of waterways.	The esplanade provisions provide for the protection of the waterway margins and land resource within the District. The continued use of the site for residential activities is not considered to adversely effect the land resources.  Both options are considered effective in achieving this objective and policies.	
	<b>Policy 4.1.1.3</b> Land use activities should avoid, remedy, or mitigate adverse effects on environments susceptible to degradation such as rivers and stream margins, aquatic habitats, wetlands, coastal dunes, areas of significant indigenous vegetation and significant habitat of indigenous fauna.		

Chapter 8 Natural Hazards		
<b>Objective 8.1.1</b> The community's understanding of natural hazards and its behaviour prior to, during, and after natural events avoids or mitigates natural hazards to an accepted level.	<b>Policy 8.1.1.1</b> Provide information to enable people to take appropriate precautions in relation to natural events.	The geotechnical report supporting the Plan Change Request has identified that the site is not in a medium or high flood risk area or susceptible to liquefaction and associated ground damage.  As the site is not at increased risk of natural hazards it is considered that effectiveness is neutral in regards to these objectives.
<b>Objective 8.2.1</b> The community's desired level of protection from flood events is achieved through an appropriate combination of measures to modify the level of flooding, modify susceptibility to damage and deal with the consequences of floods.	<b>Policy 8.2.1.1</b> Identify areas of land known to be at risk from flooding or which have a known history of flooding.	
	<b>Policy 8.2.1.2</b> In areas identified in the District Plan as having a history of localised flooding, and in areas adjacent to water bodies, give specific consideration to the consequences and probability of flooding at the time of subdivision or land use consent, to avoid or mitigate a flood hazard.	
	<b>Policy 8.2.1.3</b> Avoid floodwaters entering residential, commercial and industrial buildings.	
	<b>Policy 8.2.1.4</b> Avoid, remedy, or mitigate the adverse effects of activities that impede or redirect the movement of floodwater on a site, and/or exacerbate flood risk.	
<b>Objective 8.3.1</b> Increase Council and community understanding of the earthquake risk and associated natural hazard.	<b>Policy 8.3.1.1</b> Identify areas which are at risk from liquefaction, associated ground damage effects, and amplified ground shaking.	

Chapter 11 Utilities and Traffic Management			
<b>Objective 11.1.1</b> Utilities that maintain or enhance the community's social, economic and cultural wellbeing, and its health and safety.	<b>Policy 11.1.1.1</b> A utility should: <ol style="list-style-type: none"> <li>contribute to a safe environment;</li> <li>maintain or enhance public health;</li> <li>promote efficient use of resources and efficient development of the utility, so that resources are conserved and used in a sustainable manner;</li> <li>have regard to cross boundary issues where the utility or the service provided by the utility crosses the territorial boundary;</li> <li>where it is necessary to service new development, be paid for by the developer, or as a condition of consent for the development; and</li> <li>maintains and enhance social wellbeing.</li> </ol>	Reticulated water, wastewater, telecommunications and electricity could be provided under the existing zoning from the surrounding reticulated networks. If the site was developed under the current rules each allotment would be provided with on-site stormwater discharge, there would not be an internal network and treatment.	A Servicing Report has been prepared as part of the Plan Change Request and has identified that the site can be serviced with reticulated water and wastewater from the Council network. Stormwater can be collected and treated on-site before being discharge to the Council network. Telecommunications and electricity is available from the surrounding networks.
	<b>Policy 11.1.1.2</b> Every new site within a design catchment of an existing or proposed utility should connect to the utility wherever possible.	This option would provide services that will enhance the social, economic and cultural wellbeing, and health and safety of future residents of the site. The level of service enjoyed by the existing community will be maintained.	This option will provide services that will enhance the social, economic and cultural wellbeing, and health and safety of future residents of the site. The level of service enjoyed by the existing community will be maintained.
	<b>Policy 11.1.1.3</b> Subdivision and development should not proceed with areas that do not have access to appropriate utilities, or where the utilities are operating at full capacity or where these subdivisions or development are likely to adversely affect the planned expansion of those utilities. Subdivision and development can proceed if the existing utilities are upgraded to provide the appropriate capacity for the health and safety of the	Engineering designs will be provided as part of the subdivision process and the developer will provide the necessary infrastructure to connect to the reticulated	Detailed engineering designs will be provided as part of the subdivision process and the developer will provide the

	<p>present and future population, or appropriate alternatives are provided. Appropriate alternative systems should, as a minimum;</p> <ul style="list-style-type: none"> <li>a. meet the current environmental and engineering design standards prescribed for the present utilities; and</li> <li>b. be capable of integration with existing utilities.</li> </ul>	<p>networks.</p> <p>Separate Environment Canterbury consents may be required for the discharge of stormwater if it does not connect to the Council network.</p>	<p>necessary infrastructure to connect to the reticulated networks.</p>
	<p><b>Policy 11.1.1.4</b></p> <p>A road hierarchy shall be maintained and protected to enable the District to function with minimal conflict between activities, traffic, and people.</p>	<p>The site is well serviced by an existing road network.</p>	<p>The application site is well serviced by an existing network of roads. Primary access will be obtained from two local roads, with the new internal roads having connection points to South Belt, not Townsend Road. To the east of the site South Belt becomes an urban collector road providing links to the wide transport network. The Traffic Assessment supporting the Plan Change Request has identified that the adjoining road network has available capacity within it to accommodate the associated additional traffic from the site and support the efficient and effective functioning of the road hierarchy.</p>
	<p><b>Policy 11.1.1.5</b></p> <p>New developments and activities in relation to their traffic generation characteristics should:</p> <ul style="list-style-type: none"> <li>a. locate on or establish primary access to an appropriate level of road within the road hierarchy;</li> <li>b. not have vehicular access to an inappropriate level of road in the hierarchy; and</li> <li>c. provide cycleways along arterial, strategic and collector roads.</li> </ul>	<p>Primary access will be obtained from two local roads. Under the current provisions access to the sites could be by direct frontage, new road or right of ways to rear sites. An integrated traffic assessment of these options has not been assessed, however access to the sites would need to comply with the District Plan provisions or resource consent would be required. It is considered that compliance with the District Plan provisions will enable the additional traffic from the site</p>	
	<p><b>Policy 11.1.1.6</b></p> <p>Every site should have access that provides safe entry and exit for vehicles to and from the site to a road without compromising the safety or efficiency of the road or road network.</p>		

<p><b>Objective 11.2.1</b> Adverse effects on the environment caused by the provision, use, maintenance and upgrading of utilities are avoided, remedied or mitigated.</p>	<p><b>Policy 11.2.1.1</b> Avoid, remedy or mitigate adverse environmental effects created by the provision, use, maintenance and upgrading of utilities by; <i>(refer to full text in District Plan)</i></p>	<p>to support the efficient and effective functioning of the road hierarchy. Under the current provisions no pedestrian or cycle links would be required and no separate cycleway would be provided.</p> <p>Future residential allotments will be sufficiently sized to provide on-site parking, turning and loading with safe access.</p> <p>The environmental effects of providing services are capable of being adequately managed in accordance with the environmental standards of the plan and the amenity and character of the area.</p> <p>Overall it is considered that the existing zoning would provide moderate effectiveness in regards to utilities and access.</p>	<p>The new roading proposed in the ODP supporting the Plan Change Request has been designed to provide safe entry and exist for vehicles, pedestrians and cyclists and will not compromise the safety of efficiency of the road network. Cycle and pedestrian access will also be provided to the adjoining Council reserve and the Southbrook Stream. A separate cycleway is not proposed within the roading network as the site does not adjoin arterial, strategic or collector roads.</p> <p>Future residential allotments will be sufficiently sized to provide on-site parking, turning and loading with safe access.</p> <p>The environmental effects of providing services are capable of being adequately managed in accordance with the environmental standards of the plan and the amenity and</p>
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			<p>character of the area.</p> <p>Overall it is considered that the proposed new zoning would provide high effectiveness in regards to utilities and access by the provisions of integrated reticulated services and access.</p>
<b>Chapter 12 Health Safety and Wellbeing</b>			
<p><b>Objective 12.1.1</b></p> <p>Maintain the amenity values and a quality of environment appropriate for different parts of the District which protects the health, safety and wellbeing of present and future generations, and ensure that any potential adverse environmental effects from buildings and structures, signs, glare, noise and hazardous substances are avoided or mitigated.</p>	<p><b>Policy 12.1.1.1</b></p> <p>Maintain and enhance the positive contribution that buildings and structures, and the spaces between them, make to the character and amenity of urban areas where people reside, the neighbourhood and streetscape.</p>	<p>The existing Residential 4B zone provisions provide rules that ensure that any potential adverse effects will be avoided or mitigated. The low density of built form and large areas of open space created by the minimum allotment size provide for high amenity that is not consistent with the surrounding urban area. The existing zoning is considered to be effective in achieving this objective.</p>	<p>The Plan Change to re-zone the site to Residential 2 is considered to provide for urban residential character and amenity to support the needs of the people of the District. By providing for needed accommodation consistent with the objective and policy within the urban Rangiora Township. Existing Residential 2 zone rules will ensure that any potential adverse effects will be avoided or mitigated and will provide for compatibility with the amenity of the residential neighbours.</p> <p>The re-zoning is considered to</p>

			be more effective in providing amenity values and quality of environment due to the provisions of the ODP.
<b>Chapter 13 Resource Management Framework</b>			
<p><b>Objective 13.1.1</b> Recognise and provide for the community's social and economic relationships within the District and external to the District, particularly those with Christchurch City, so that the District's natural, living, and productive environments:</p> <ul style="list-style-type: none"> <li>a. Are managed in an integrated and sustainable way;</li> <li>b. Provide for and safeguard the community's wellbeing, health, and safety;</li> <li>c. Are managed to enable the protection and enhancement of natural and physical resources; and</li> <li>d. Are not adversely affected by resource use, development and protection.</li> </ul>	<p><b>Policy 13.1.1.1</b> Management of natural and physical resources based on areas where there are differences in:</p> <ul style="list-style-type: none"> <li>a. The area's relationship with Christchurch City;</li> <li>b. Amenity values and environmental qualities;</li> <li>c. The area's connection to, and dependence on, the national transport corridor;</li> <li>d. The area's form and function;</li> <li>e. The area's relationship with other areas within the District;</li> <li>f. Community resource management expectations; and</li> <li>g. Actual and potential effects of subdivision, use and development.</li> <li>h. Historical and cultural associations with Maori Reserve 873.</li> </ul>	<p>The existing Residential 4B zoning is considered consistent with the objective and policies. The provision of infrastructure to the reticulated networks can be provided. Other than the esplanade provisions no additional connections to the waterway or adjoining Council reserve are required to be provided by the zoning provisions.</p> <p>It is considered that this option provides medium efficiency in achieving the objective and policies.</p>	<p>The site is located within the existing urban area of Rangiora and the re-zoning will be consistent with the surrounding residential zones. The increase in residential density can be provided in an integrated and sustainable manner that contributed to the urban character of Rangiora and will provide for greater protection and access to the Southbrook Stream by the ODP requirements for esplanade and public access to the stream and the adjoining Council reserve to the east.</p> <p>The site can be serviced by the existing Council reticulated networks and network providers and will be located close to a collector road with good public transport connections into the</p>
	<p><b>Policy 13.1.1.3</b> Promote the standard of servicing that recognises:</p> <ul style="list-style-type: none"> <li>a. The different physical environments and servicing constraints of areas within the District;</li> <li>b. The varying densities of the population in different areas; and</li> <li>c. The different amenity values, environmental quality, and community expectations</li> </ul>		

	<p>associated with the different zones.</p> <p><b>Policy 13.1.1.4</b> Encourage patterns and forms of settlement, transport patterns and built environment that:</p> <ol style="list-style-type: none"> <li>Reduce the demand for transport;</li> <li>Provide choice of transport modes which have low adverse environmental impact;</li> <li>Decrease the production of motor vehicle emissions;</li> <li>Make efficient use of regional transport network; and</li> <li>Reduce the rate of use of non-renewable energy sources.</li> </ol>		<p>Rangiora town centre and to Christchurch City.</p> <p>It is considered that this option provides high efficiency in achieving the objective and policies.</p>
<b>Chapter 15 Urban Environment</b>			
<p><b>Objective 15.1.1</b> Quality urban environments which maintain and enhance the form and function, the rural setting, character and amenity values of urban areas.</p>	<p><b>Policy 15.1.1.1</b> Integrate new development, subdivision and activities into the urban environments in a way that maintains and enhances the form, function and amenity values of the urban areas.</p> <p><b>Policy 15.1.1.2</b> Within the urban environment subdivision, land use, development and protection should avoid, or mitigate adverse effects on;</p> <ol style="list-style-type: none"> <li>The rural setting of the District's towns and settlements;</li> <li>Efficient and effective functioning of roads;</li> <li>Ease and efficiency of access;</li> <li>Urban water bodies, and downstream effects on rural water bodies;</li> <li>Mixed density housing from low scale, low</li> </ol>	<p>The existing Residential 4B zoning is considered consistent with the objective and policies. Development of the site in accordance with the Residential 4B zone provisions would provide for consistency with the form, function and amenity values of the urban area.</p> <p>The existing residential zoning of the site would not create adverse effects of the rural setting, function of the roads, mixed residential density or the character of the Rangiora</p>	<p>The Plan Change Request proposes to introduce an ODP for the future subdivision and development of the site. The ODP provides for additional requirements and integration to ensure that future development not only maintains but enhances the character and amenity of the urban area. It provides for the integration of urban form and function to better achieve the objective.</p> <p>The ODP provides for defined road access that integrates</p>

	<p>density to higher density levels in areas designed as a comprehensive development. This provided for flexibility in some areas allowing for varied housing needs;</p> <p>f. Quite and safe environments;</p> <p>g. Cycleways;</p> <p>h. The individual character of the settlement.</p>	<p>Township.</p> <p>It is considered that this option provides medium efficiency and effectiveness in achieving the objective and policies.</p>	<p>into the surrounding network, to provide for pedestrian and cycle links to the Southbrook Stream as well as the adjoining Council reserve.</p> <p>It is considered that this option provides high efficiency in achieving the objective and policies.</p>
<b>Chapter 17 Residential Zones</b>			
<p><b>Objective 17.1.1</b></p> <p>Residential Zones that provide for resident's health, safety and wellbeing and that provide a range of living</p>	<p><b>Policy 17.1.1.1</b></p> <p>Maintain and enhance the characteristics of Residential Zones that give them their particular character and quality of environment.</p>	<p>The existing Residential 4B zoning is considered consistent with the objective and policies. Development of</p>	<p>The ODP provides for additional requirements and integration to ensure that future development not only</p>

environments with distinctive characteristics.	<b>Policy 17.1.1.2</b> Recognise and provide for differences between Residential Zones reflecting the community's expectations that a range of living environments will be maintained and enhanced.	the site in accordance with the Residential 4B zone provisions would provide for consistency with the range of living environments of the urban area.  It is considered that this option provides high efficiency and effectiveness in achieving the objective and policies.	maintains but enhances the character and quality of the urban areas. Better housing choice along with recreational options support the health and wellbeing of future residents.  It is considered that this option provides high efficiency and effectiveness in achieving the objective and policies.
<b>Chapter 18 Constraints on Development and Subdivision</b>			
<b>Objective 18.1.1</b> Sustainable management of natural and physical resources that recognises and provides for: <ul style="list-style-type: none"> <li>a. changes in the environment of an area as a result of land use development and subdivision;</li> <li>b. changes in the resource management expectations the community holds for the area; and</li> <li>c. the actual and potential effects of subdivision, use and development.</li> </ul>	<b>Policy 18.1.1.1</b> Growth and development proposals should provide an assessment of how: <ul style="list-style-type: none"> <li>- the use, development, or protection of natural and physical resources affected by the proposal will be managed in a sustainable and integrated way; and</li> <li>- the adverse effects on those resources and the existing community will be avoided, remedied or mitigated.</li> </ul> In particular, proposal should not be inconsistent with other objectives and policies in the District Plan, and show how and the extent to which they will: <ul style="list-style-type: none"> <li>a. protect areas of significant indigenous vegetation and habitats of indigenous fauna including vegetation and habitat sites listed in Appendix 25.1;</li> </ul>	The existing zoning provides for residential use of the site that would result in subdivision and land use development in accordance with the existing District Plan provisions.  It is considered that development would be managed in a sustainable manner with less than minor adverse effects on resources and the existing community and would be consistent with the objectives and policies of the District Plan.	The application site is identified as being in the Rangiora urban area. Development of the application site for Residential 2 zone provisions to apply is considered to be within the expectations of the community to meet the residential needs of the growing community. Use of the existing Residential 2 zone provisions to apply to the site will enable development of the site to be consistent with the surrounding urban area.

	<ul style="list-style-type: none"> <li>b. protect the outstanding landscape areas as defined in the District Plan Maps;</li> <li>c. avoid or mitigate natural hazards including: <ul style="list-style-type: none"> <li>– flooding as defined in the District Plan Maps,</li> <li>– flooding from the Waimakariri or Ashley/Rakahuri Rivers,</li> <li>– seismic conditions including the potential for liquefaction and amplification effects,</li> <li>– damage from the sea, including erosion, storm and tsunami, and</li> <li>– land instability;</li> </ul> </li> <li>d. protect the life supporting capacity of soils;</li> <li>e. maintain and enhance the environmental characteristics of adjoining zones, and the environment of the zone within which the proposal is located, as set out in Policies (see <i>District Plan for list</i>);</li> <li>f. retain the rural environment between the Residential 4A and 4B zones, between the Rangiora, Kaiapoi, Woodend, Pegasus and Oxford urban areas, and other Residential 3 Zones, between any rural intensive development opportunities and villages within Maori Reserve 873; and between Kaiapoi and the Christchurch City boundary;</li> <li>g. Provide access to and along rivers, open spaces and reserves;</li> <li>h. Maintain and enhance the form and function of the District's towns;</li> <li>i. Avoid or mitigate significant adverse effects</li> </ul>	<p>The site is not located in an area of high hazards and does not contain significant indigenous vegetation and habitats.</p> <p>Esplanade provisions would be made, an application could be made to reduce the required width of the esplanade.</p> <p>The residential 4B zone characteristics would be provided without enhancing the form and function of the Rangiora Township. The current zoning would not adversely effect the form and function of the Business 1 zones and will not be within the noise sensitive airport noise contour.</p> <p>Sufficient infrastructure and access can be provided to the sites.</p> <p>There will be no disposal of hazardous substances.</p>	<p>A number of reports and investigations have been undertaken that confirm, subject to appropriate mitigation where required, the proposal will meet the criteria listed (a) – (x) in Policy 18.1.1.1 and that the site is appropriate for residential development.</p> <p>The re-zoning provides for residential use of the site that would result in subdivision and land use development in accordance with the existing District Plan provisions. It is considered that development would be managed in a sustainable and integrated manner with less than minor adverse effects on resources and the existing community and would be consistent with the objectives and policies of the District Plan.</p> <p>The site is not located in an area of high hazards and does not contain significant indigenous vegetation and</p>
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	<p>on the form and function of the Business 1 Zones including its role as a dominant community focal point within the four main towns;</p> <p>j. Avoid noise sensitive activities within the 50dBA Ldn airport noise contour for Christchurch International Airport as defined in this Plan, with the exception of those areas in Kaiapoi defined in Chapter 6 of the Canterbury Regional Council Regional Policy Statement;</p> <p>k. Provide infrastructure for services and roading in a manner consistent with this District Plan;</p> <p>l. Ensure that efficient and effective integration of new infrastructure into the existing network, or ensure the efficient and effective ongoing working of a stand-alone system;</p> <p>m. Avoid or mitigate potential adverse effects from sites and facilities using, storing, and/or disposing of hazardous substances;</p> <p>n. Protect groundwater quality and quantity;</p> <p>o. Protect surface water quality and quantity;</p> <p>p. Protect wahi taonga;</p> <p>q. Avoid adverse effects on heritage sites and protect those sites listed in Appendix 28.1;</p> <p>r. Avoid adverse effects on significant plants and protect those notable plants listed in Appendix 29.1;</p> <p>s. Avoid adverse effects on the Business 3 Zone;</p> <p>t. Provide for efficiency in energy use;</p> <p>u. Enable local communities to be more self-</p>	<p>The sites could be provided with individual on-site stormwater disposal systems that could affect the waterway.</p> <p>There are no protected wahi taonga, cultural or historical sites on the site. There is no known habitat for trout or salmon in the waterway.</p> <p>Choice in transport will be provided with the public transport (bus) system located close to the site.</p> <p>It is considered that this option provides medium efficiency and effectiveness in achieving the objective and policies.</p>	<p>habitats.</p> <p>Esplanade provisions would be required in accordance with the ODP, to provide public access and open space along the Southbrook Stream.</p> <p>The Residential 2 zone characteristics would be provided along with the ODP provisions enhancing the form and function of the Rangiora Township. The zoning would not adversely effect the form and function of the Business 1 zones and will not be within the noise sensitive airport noise contour.</p> <p>Integrated and effective infrastructure and access can be provided to the sites, including stormwater treatment and discharge in a way that will have less impact on the environment.</p> <p>There will be no disposal of hazardous substances.</p> <p>There are no protected wahi taonga, cultural or historical</p>
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	<p>sustaining;</p> <ul style="list-style-type: none"> <li>v. Affect the demand for transport;</li> <li>w. Provide choice in transport mode, particularly modes with low adverse environmental effects;</li> <li>x. Avoid or mitigate for adverse impacts on the habitat of trout and salmon; and</li> <li>y. Recognises the historical and cultural associations of Ngai Tuahuriri with the land in Maori Reserve 873 to provide for residential development opportunities for the original grantees and their descendants.</li> </ul>		<p>sites on the site. The Plan Change Request is not considered to have any effect on the waterway, including any habitat for trout or salmon in the waterway.</p> <p>Choice in transport will be provided with the public transport (bus) system located close to the site.</p> <p>It is considered that this option provides high efficiency and effectiveness in achieving the objective and policies.</p>
	<p><b>Policy 18.1.3</b></p> <p>Any proposal for extensions to existing zones, or for new zones, should recognise the nature, scale and intensity of effects arising from existing activities adjoining or near to the site of the plan change and show how the proposal will avoid, remedy or mitigate any adverse effects on the environment arising from those existing activities.</p>		

## Appendix E: Canterbury Regional Policy Statement Objectives and Policies

### Relevant Provisions of the Canterbury Regional Policy Statement

Chapter	Consideration
<b>Chapter 1</b> - Introduction	Does not contain any objectives and policies
<b>Chapter 2</b> - Issues of Resource Management Significance to Ngai Tahu	The proposal recognises that Te Runanga o Ngai Tahu is the iwi authority and manawhenua is exercised through Te Ngai Tuahuriri Runanga. Investigations of relevant documents have not identified that the application site contains wahi tapu and other taonga.
<b>Chapter 3</b> - Resource Management Processes for Local Authorities	This chapter discusses the working relationship of the Regional Council and the District Council. The proposal does not undermine the ability for these matters to be achieved.
<b>Chapter 4</b> – Provision for Ngai Tahu and their relationship with resources.	This chapter sets out the tools and processes that the Canterbury Regional Council will use to engage with Ngāi Tahu as tāngata whenua in the management of natural and physical resources. The proposal does not undermine the ability for these matters to be achieved.
<b>Chapter 5</b> – Landuse and Infrastructure	<p>The Plan Change Request will provide for intensification of an existing residential zone within the Rangiora urban area to provide for the residential growth of the area. The ODP provides for comprehensive and integrated development of the site that will enable the residential needs of the future residents. The site is ideally located with surrounding roads and reticulated services and will not have adverse effects on the physical resources. The ODP provides for connections to existing reserves and waterways, close to public transport networks and is within the Rangiora Township area.</p> <p>A more detailed assessment of Chapter 5 is provided in the separate table below.</p> <p>The Plan Change Request is consistent with this Chapter.</p>
<b>Chapter 6</b> – Recovery and Rebuilding of Greater Christchurch	The Plan Change Request will provide for intensification of an existing residential zone within the Rangiora urban area to provide for the residential growth of the area. The ODP provides for comprehensive and integrated development of the site that will enable the residential needs of the future residents. The site is

	<p>ideally located with surrounding roads and reticulated services and will not have adverse effects on the physical resources. The ODP provides for connections to existing reserves and waterways, close to public transport networks and is within the Rangiora Township area.</p> <p>A more detailed assessment of Chapter 6 is provided in the separate table below.</p> <p>The Plan Change Request is consistent with this Chapter.</p>
<b>Chapter 7</b> – Fresh Water	<p>The proposal does not impact upon water flow, groundwater levels or allocation regimes and does not impact on providing sufficient quantities of water in water bodies. The proposal will not have a detrimental effect on water quality and will not result in a release of hazardous substances.</p> <p>The Plan Change Request is consistent with this Chapter.</p>
<b>Chapter 8</b> – The Coastal Environment	N/A. The application site is not located in a coastal environment.
<b>Chapter 9</b> – Ecosystems and Indigenous Biodiversity	N/A. The application site does not contain any areas of indigenous ecosystems or indigenous biodiversity.
<b>Chapter 10</b> – Beds of rivers, lakes and their riparian zones	<p>The Southbrook Stream is the boundary of the zone and the Plan Change Request provides for esplanade provisions to protect the bed of the stream and the riparian margin. The change in the zoning of the site is not considered to affect the bed of the stream.</p> <p>The Plan Change Request is consistent with this Chapter.</p>
<b>Chapter 11</b> – Natural Hazards	<p>Natural hazards associated with the application site have been assessed as part of the Geotechnical Report supporting the application. The site is identified as at low risk from natural hazards, including earthquakes (and the associated effects) and flooding. It is considered that minor mitigation can be provided to reduce any potential effects from natural hazards. In particular, methods are proposed to ensure ground levels are above a 0.5% AEP flood event in accordance with Policy 11.3.2 <i>Avoid development in areas subject to inundation</i>. It is noted that the 200 and 500 year flood events has similar risks to the site.</p>

	The Plan Change Request is consistent with this Chapter.
<b>Chapter 12</b> – Landscape	<p>The application site is not located within or identified as an outstanding natural feature or landscape. The Southbrook Stream is the boundary of the zone and the Plan Change Request provides for esplanade reserves to protect the amenity of the waterway and to enable public access.</p> <p>The Plan Change Request is consistent with this Chapter.</p>
<b>Chapter 13</b> – Historic Heritage	The proposal will not cause the loss of any historical and heritage sites, buildings, places and areas.
<b>Chapter 14</b> – Air Quality	The proposal will not cause a deterioration of ambient air quality.
<b>Chapter 15</b> – Soils	The proposal will not result in soil erosion, sedimentation of water bodies or the, loss of significant vegetation cover.
<b>Chapter 16</b> – Energy	<p>The Plan Change site is located within the Rangiora urban area, with links to public transport and good urban design providing an efficient use of the site.</p> <p>The Plan Change Request is consistent with this Chapter.</p>
<b>Chapter 17</b> – Contaminated Land	<p>The application site has been investigated and is not considered to be contaminated. The proposal will not introduce activities that will cause contamination of natural resources.</p> <p>The Plan Change Request is consistent with this Chapter.</p>
<b>Chapter 18</b> – Hazardous Substances	N/A.
<b>Chapter 19</b> – Waste Minimisation and Management	N/A. The proposal does not involve waste management.

Relevant Provisions of the Canterbury Regional Policy Statement	Comments
Chapter 5 Land-use and Infrastructure	
<b>Issue 5.1.3 – Lack of Strategic Integration (Entire Region)</b> There can be a lack of strategic integration of regionally significant infrastructure with land-use.	Land use and infrastructure will be coordinated and integrated and will not frustrate regionally significant infrastructure.
<b>Issue 5.1.4 – Land Use and Transport Integration (Entire Region)</b> The transport system can both adversely affect, and be adversely affected by, urban and rural form.	The ODP provides for integration of the new roads with the surrounding road network.
<b>Objective 5.2.1 – Location, Design and Function of Development (Entire Region)</b> Development is located and designed so that it functions in a way that: (1) achieves consolidated, well designed and sustainable growth in and around existing urban areas as the primary focus for accommodating the region's growth; and (2) enables people and communities, including future generations, to provide for their social, economic and cultural well-being and health and safety; and which: (a) maintains, and where appropriate, enhances the overall quality of the natural environment of the Canterbury region, including its coastal environment, outstanding natural features and landscapes, and natural values; (b) provides sufficient housing choice to meet the region's housing needs; (c) encourages sustainable economic development by enabling business activities in appropriate locations; (d) minimises energy use and/or improves energy efficiency; (e) enables rural activities that support the rural environment including primary production; (f) is compatible with, and will result in the continued safe, efficient and effective use of regionally significant infrastructure; (g) avoids adverse effects on significant natural and physical resources including regionally significant infrastructure, and where avoidance is impracticable, remedies or mitigates those effects on those resources and infrastructure; (h) facilitates the establishment of papakāinga and marae; and (i) avoids conflicts between incompatible activities.	<p>The Plan Change Request will provide for intensification of an existing residential zone within the Rangiora urban area to provide for the residential growth of the area. The ODP provides for comprehensive and integrated development of the site that will enable the residential needs of the future residents. The site is ideally located with surrounding roads and reticulated services and will not have adverse effects on the physical resources. The ODP provides for connections to existing reserves and waterways, close to public transport networks and is within the Rangiora Township area.</p> <p>The Plan Change Request is consistent with this Objective.</p>

<p><b>Policy 5.3.7 – Strategic Land Transport Network and Arterial Roads (Entire Region)</b></p> <p>In relation to strategic land transport network and arterial roads, the avoidance of development which:</p> <p>(1) adversely affects the safe efficient and effective functioning of this network and these roads, including the ability of this infrastructure to support freight and passenger transport services; and</p> <p>(2) in relation to the strategic land transport network and arterial roads, to avoid development which forecloses the opportunity for the development of this network and these roads to meet future strategic transport requirements.</p>	<p>The application site has frontage to two roads, Townsend Road is a local road and South Belt further to the east is an urban collector road.</p> <p>While the site does not have frontage to arterial roads the roading connections provided as part of the ODP have been designed and located to avoid adversely affecting the safe and effective function of the surrounding road network.</p> <p>The Plan Change Request is consistent with this Objective.</p>
<p>Chapter 6 Recovery and Rebuilding of Greater Christchurch</p>	
<p><b>Issue 6.1.1 – Enabling Recovery, Rebuilding and Development</b></p> <p>How to provide certainty to the community and businesses around how Greater Christchurch will accommodate expected population and household relocation and growth, housing needs and economic activity during the recovery period in an efficient and environmentally sustainable manner. This includes providing for a diverse community with a range of incomes, needs and business types.</p>	<p>The application site is located within the existing urban limits of the Rangiora Township and the change from Residential 4B zoning to Residential 2 is considered to enable the recovery and provide for housing needs as anticipated by the RPS.</p>
<p><b>Issue 6.1.2 – Adverse Effects Arising from Development</b></p> <p>Development can result in adverse effects on the environment, which if not identified and avoided, remedied or mitigated where appropriate, could result in inappropriate outcomes for the region's natural and physical resources, and reduce Greater Christchurch's resilience and ability to provide for the needs of people and communities. Poorly planned development can increase risk from natural hazards and the effects of climate change, create resource use conflicts, increase community isolation, prevent the efficient and effective delivery of infrastructure and services, reduce economic viability and result in greater overall energy consumption.</p>	<p>The proposed Plan Change Request provides for a comprehensive and integrated development, within the site and wider area. The site is not at risk of natural hazards, climate change and will not prevent the efficient and effective delivery of infrastructure and services.</p> <p>It is considered that the Plan Change Request is appropriate for the site and will not result in inappropriate outcome for the regions natural and physical resources.</p>
<p><b>Issue 6.1.3 – Transport Effectiveness</b></p> <p>Urban land use and development in inappropriate locations, or that is poorly integrated with transport networks, can adversely affect the efficient use, development and recovery of transport infrastructure and services, through:</p> <p>(a) the location of residential and other sensitive activities close to strategic transport networks;</p> <p>(b) high energy use associated with private car dependency and the need to travel greater distances;</p> <p>(c) inefficient development and operation of strategic transport networks;</p>	<p>Careful consideration has been given to the internal and external transport links to provide integration and connection to the surrounding roading network. The site is not adjoining a strategic transport network and will not adversely affect the transport infrastructure and services.</p>

<p>(d) less opportunities for modal choice for transport;</p> <p>(e) adverse public health outcomes;</p> <p>(f) reduced safety; and</p> <p>(g) a failure to optimise the use of available capacity within the existing transport network.</p>	
<p><b>Issue 6.1.4 – Amenity and Urban Design</b></p> <p>While the speed of recovery is important, so too is the quality of the built form. Poorly designed development can adversely affect urban amenity values, rural amenity values, historic heritage, health and safety, integration with community, educational, social and commercial facilities, and overall liveability. These matters are important for retaining population and attracting skilled workers and new business opportunities. They will affect the timing and the success of recovery.</p>	<p>Best practice urban design and the Urban Design Protocol principles have been considered throughout the design and layout of the Outline Development Plan. It is considered that the site will achieve a high quality residential environment.</p>
<p><b>Objective 6.2.1 – Recovery Framework</b></p> <p>Recovery, rebuilding and development are enabled within Greater Christchurch through a land use and infrastructure framework that:</p> <ol style="list-style-type: none"> <li>(1) identifies priority areas for urban development within Greater Christchurch;</li> <li>(2) identifies Key Activity Centres which provide a focus for high quality, and, where appropriate, mixed-use development that incorporates the principles of good urban design;</li> <li>(3) avoids urban development outside of existing urban areas or greenfield priority areas for development, unless expressly provided for in the CRPS;</li> <li>(4) protects outstanding natural features and landscapes including those within the Port Hills from inappropriate subdivision, use and development;</li> <li>(5) protects and enhances indigenous biodiversity and public space;</li> <li>(6) maintains or improves the quantity and quality of water in groundwater aquifers and surface water bodies, and quality of ambient air;</li> <li>(7) maintains the character and amenity of rural areas and settlements;</li> <li>(8) protects people from unacceptable risk from natural hazards and the effects of sea level rise;</li> <li>(9) integrates strategic and other infrastructure and services with land use development;</li> <li>(10) achieves development that does not adversely affect the efficient operation, use, development, appropriate upgrade, and future planning of strategic infrastructure and freight hubs;</li> <li>(11) optimises use of existing infrastructure; and</li> <li>(12) provides for development opportunities on Māori Reserves in Greater Christchurch.</li> </ol>	<p>The site is located within the existing urban area and it is considered that the extension to the Residential 2 zone is appropriate for the urban development of the site. There are no known constraints with regards to natural and physical resources and site is at low risk from natural hazards. Provisions will be provided to integrate infrastructure with the surrounding urban area and there will be no adverse effects on strategic infrastructure and freight hubs.</p> <p>The Plan Change Request is consistent with this Objective.</p>
<p><b>Objective 6.2.2 – Urban Form and Settlement Pattern</b></p> <p>The urban form and settlement pattern in Greater Christchurch is managed to provide sufficient</p>	<p>The proposal relates to intensification of the existing Rangiora urban</p>

<p>land for rebuilding and recovery needs and set a foundation for future growth, with an urban form that achieves consolidation and intensification of urban areas, and avoids unplanned expansion of urban areas, by:</p> <p>(1) aiming to achieve the following targets for intensification as a proportion of overall growth through the period of recovery:</p> <p>(a) 35% averaged over the period between 2013 and 2016</p> <p>(b) 45% averaged over the period between 2016 to 2021</p> <p>(c) 55% averaged over the period between 2022 and 2028;</p> <p>(2) providing higher density living environments including mixed use developments and a greater range of housing types, particularly in and around the Central City, in and around Key Activity Centres, and larger neighbourhood centres, and in greenfield priority areas and brownfield sites;</p> <p>(3) reinforcing the role of the Christchurch central business district within the Greater Christchurch area as identified in the Christchurch Central Recovery Plan;</p> <p>(4) providing for the development of greenfield priority areas on the periphery of Christchurch's urban area, and surrounding towns at a rate and in locations that meet anticipated demand and enables the efficient provision and use of network infrastructure;</p> <p>(5) encouraging sustainable and self-sufficient growth of the towns of Rangiora, Kaiapoi, Woodend, Lincoln, Rolleston and Prebbleton and consolidation of the existing settlement of West Melton;</p> <p>(6) Managing rural residential development outside of existing urban and priority areas; and</p> <p>(7) Providing for development opportunities on Māori Reserves.</p>	<p>area, as identified on Map 6 supporting Chapter 6, which will support the creation of an urban form that achieves consolidation of urban areas.</p> <p>The proposal adopts an existing residential zone of the District Plan and carries forward the same character and amenity of the existing settlement.</p> <p>The Plan Change Request is consistent with this Objective.</p>
<p><b>Objective 6.2.3 – Sustainability</b></p> <p>Recovery and rebuilding is undertaken in Greater Christchurch that:</p> <p>(1) provides for quality living environments incorporating good urban design;</p> <p>(2) retains identified areas of special amenity and historic heritage value;</p> <p>(3) retains values of importance to Tangata Whenua;</p> <p>(4) provides a range of densities and uses; and</p> <p>(5) is healthy, environmentally sustainable, functionally efficient, and prosperous.</p>	<p>The Residential 2 Zone provides for a range of allotment densities and housing choice. The zone provisions supported by the proposed ODP will provide good urban design, protection of the waterway and will provide a high quality future living environment.</p> <p>The Plan Change Request is consistent with this Objective.</p>
<p><b>Objective 6.2.4 – Integration of Transport Infrastructure and Land Use</b></p> <p>Prioritise the planning of transport infrastructure so that it maximises integration with the priority areas and new settlement patterns and facilitates the movement of people and goods and provision of services in Greater Christchurch, while:</p> <p>(1) managing network congestion;</p>	<p>The proposal optimises the use of existing capacity within the road network and promotes the use of active transport within Rangiora. The application site is within easy walking distance to the existing public transport network, with bus stops on South Belt. The proposal would</p>

<p>(2) reducing dependency on private motor vehicles;  (3) reducing emission of contaminants to air and energy use;  (4) promoting the use of active and public transport modes;  (5) optimising use of existing capacity within the network; and  (6) enhancing transport safety</p>	<p>not detrimentally impact on any future decision to provide public transport. The proposal provides for integration of land use with the existing transport infrastructure.</p> <p>The Plan Change Request is consistent with this Objective.</p>
<p><b>Policy 6.3.1 – Development within the Greater Christchurch Area</b>  In relation to recovery and rebuilding for Greater Christchurch:  (1) give effect to the urban form identified in Map A, which identifies the location and extent of urban development that will support recovery, rebuilding and planning for future growth and infrastructure delivery;  (2) give effect to the urban form identified in Map A by identifying the location and extent of the indicated Key Activity Centres;  (3) enable development of existing urban areas and greenfield priority areas, including intensification in appropriate locations, where it supports the recovery of Greater Christchurch;  (4) ensure new urban activities only occur within existing urban areas or identified greenfield priority areas as shown on Map A, unless they are otherwise expressly provided for in the CRPS;  (5) provide for educational facilities in rural areas in limited circumstances where no other practicable options exist within an urban area; and  (6) avoid development that adversely affects the function and viability of, or public investment in, the Central City and Key Activity Centres.</p>	<p>The site is located within the existing urban area of Rangiora and is shown on Map A.</p> <p>The Plan Change Request is consistent with this Policy.</p>
<p><b>Policy 6.3.2 – Development Form and Urban Design</b>  Business development, residential development (including rural residential development) and the establishment of public space is to give effect to the principles of good urban design below, and those of the NZ Urban Design Protocol 2005, to the extent appropriate to the context:  (1) Tūrangawaewae – the sense of place and belonging – recognition and incorporation of the identity of the place, the context and the core elements that comprise the place. Through context and site analysis, the following elements should be used to reflect the appropriateness of the development to its location: landmarks and features, historic heritage, the character and quality of the existing built and natural environment, historic and cultural markers and local stories.  (2) Integration – recognition of the need for well-integrated places, infrastructure, movement routes and networks, spaces, land uses and the natural and built environment. These elements should be overlaid to provide an appropriate form and pattern of use and development.</p>	<p>The proposed residential zoning adopts the existing standards of the Residential 2 Zone and the development form and urban design requirements contained in the associated rules package.</p> <p>The Plan Change Request is consistent with this Policy.</p>

<p>(3) Connectivity – the provision of efficient and safe high quality, barrier free, multimodal connections within a development, to surrounding areas, and to local facilities and services, with emphasis at a local level placed on walking, cycling and public transport as more sustainable forms of transport.</p> <p>(4) Safety – recognition and incorporation of Crime Prevention Through Urban Design (CPTED) principles in the layout and design of developments, networks and spaces to ensure safe, comfortable and attractive places.</p> <p>(5) Choice and diversity – ensuring developments provide choice and diversity in their layout, built form, land use housing type and density, to adapt to the changing needs and circumstances of the population.</p> <p>(6) Environmentally sustainable design – ensuring that the process of design and development minimises water and resource use, restores ecosystems, safeguards mauri and maximises passive solar gain.</p> <p>(7) Creativity and innovation – supporting opportunities for exemplar approaches to infrastructure and urban form to lift the benchmark in the development of new urban areas in the Christchurch region.</p>	
<p><b>Policy 6.3.3 – Development in Accordance with Outline Development Plans</b></p> <p>Development in greenfield priority areas and rural residential development, is to occur in accordance with the provisions set out in an outline development plan or other rules for the area. Subdivision must not proceed ahead of the incorporation of an outline development plan in a district plan. Outline development plans and associated rules will:</p> <p>(1) Be prepared as:</p> <p>(a) a single plan for the whole of the priority area; or</p> <p>(b) where an integrated plan adopted by the territorial authority exists for the whole of the priority area and the outline development plan is consistent with the integrated plan, part of that integrated plan; or</p> <p>(c) a single plan for the whole of a rural residential area; and</p> <p>(2) Be prepared in accordance with the matters set out in Policy 6.3.2;</p> <p>(3) To the extent relevant show proposed land uses including:</p> <p>(a) Principal through roads, connections with surrounding road networks, relevant infrastructure services and areas for possible future development;</p> <p>(b) Land required for community facilities or schools;</p>	<p>While the application site is not located within a greenfield priority area or is a rural residential development (it is in the existing urban area) the proposed residential development is supported by an Outline Development Plan (ODP). The ODP will be incorporated into the District Plan as a single plan for the whole of the proposed residential area. The ODP details all key elements necessary to ensure future development takes place in an integrated manner to support infrastructure, transport and existing natural features.</p> <p>The Plan Change Request is consistent with this Policy.</p>

<p>(c) Parks and other land for recreation;</p> <p>(d) Land to be used for business activities;</p> <p>(e) The distribution of different residential densities, in accordance with Policy 6.3.7;</p> <p>(f) Land required for stormwater treatment, retention and drainage paths;</p> <p>(g) Land reserved or otherwise set aside from development for environmental, historic heritage, or landscape protection or enhancement;</p> <p>(h) Land reserved or otherwise set aside from development for any other reason, and the reasons for its protection from development;</p> <p>(i) Pedestrian walkways, cycleways and public transport routes both within and adjoining the area to be developed;</p> <p>(4) Demonstrate how Policy 6.3.7 will be achieved for residential areas within the area that is the subject of the outline development plan, including any staging;</p> <p>(5) Identify significant cultural, natural or historic heritage features and values, and show how they are to be protected and/or enhanced;</p> <p>(6) Document the infrastructure required, when it will be required and how it will be funded;</p> <p>(7) Set out the staging and co-ordination of subdivision and development between landowners;</p> <p>(8) Demonstrate how effective provision is made for a range of transport options including public transport options and integration between transport modes, including pedestrian, cycling, public transport, freight, and private motor vehicles;</p> <p>(9) Show how other potential adverse effects on and/or from nearby existing or designated strategic infrastructure (including requirements for designations, or planned infrastructure) will be avoided, remedied or appropriately mitigated;</p> <p>(10) Show how other potential adverse effects on the environment, including the protection and enhancement of surface and groundwater quality, are to be avoided, remedied or mitigated;</p> <p>(11) Show how the adverse effects associated with natural hazards are to be avoided, remedied or mitigated as appropriate and in accordance with Chapter 11 and any relevant guidelines; and</p> <p>(12) Include any other information that is relevant to an understanding of the development and its proposed zoning.</p>	
<p><b>Policy 6.3.4 – Transport Effectiveness</b></p> <p>Ensure that an efficient and effective transport network that supports business and residential recovery is restored, protected and enhanced so that it maintains and improves movement of people and goods around Greater Christchurch by:</p>	<p>The proposal optimises the use of existing capacity within the road network and promotes the use of active transport within Rangiora. The application site is within easy walking distance to the existing public</p>

<p>(1) avoiding development that will overload strategic freight routes;</p> <p>(2) providing patterns of development that optimise use of existing network capacity and ensuring that, where possible, new building projects support increased uptake of active and public transport, and provide opportunities for modal choice;</p> <p>(3) providing opportunities for travel demand management;</p> <p>(4) requiring integrated transport assessment for substantial developments; and</p> <p>(5) improving road user safety.</p>	<p>transport network, with bus stops on South Belt. The proposal would not detrimentally impact on any future decision to provide public transport. Road user safety is provided by enabling future access onto adjoining roads which will minimise the potential for vehicle conflicts and the proposed roading network is supported by a Traffic Assessment.</p> <p>The Plan Change Request is consistent with this Policy.</p>
<p><b>Policy 6.3.5 – Integration of Land Use and Infrastructure</b></p> <p>Recovery of Greater Christchurch is to be assisted by the integration of land use development with infrastructure by:</p> <p>(1) Identifying priority areas for development to enable reliable forward planning for infrastructure development and delivery;</p> <p>(2) Ensuring that the nature, timing and sequencing of new development are co-ordinated with the development, funding, implementation and operation of transport and other infrastructure in order to;</p> <p>(a) optimise the efficient and affordable provision of both the development and the infrastructure;</p> <p>(b) maintain or enhance the operational effectiveness, viability and safety of existing and planned infrastructure;</p> <p>(c) protect investment in existing and planned infrastructure; and</p> <p>(d) ensure new development does not occur until provision for appropriate infrastructure is in place;</p> <p>(3) Providing that the efficient and effective functioning of infrastructure, including transport corridors, is maintained, and the ability to maintain and upgrade that infrastructure is retained;</p> <p>(4) Only providing for new development that does not affect the efficient operation, use, development, appropriate upgrading and safety of existing strategic infrastructure, including by avoiding noise sensitive activities within the 50dBA Ldn airport noise contour for Christchurch International Airport, unless the activity is within an existing residentially zoned urban area, residential greenfield area identified for Kaiapoi, or residential greenfield priority area identified in Map A; and</p> <p>(5) Managing the effects of land use activities on infrastructure, including avoiding activities that have the potential to limit the efficient and effective, provision, operation, maintenance or upgrade of strategic infrastructure and freight hubs.</p>	<p>The application site is located within the Rangiora urban area and future development of the site will integrate and connect to existing infrastructure networks. The site is not isolated from the necessary infrastructure, links or connects. The proposal will therefore optimise the efficient and effective provision of both the development and infrastructure, including the road network.</p> <p>The Plan Change Request is consistent with this Policy.</p>
<p><b>Policy 6.3.7 – Residential Location, Yield and Intensification</b></p>	<p>The Policy does not have a specific provision or density requirement for</p>

<p>In relation to residential development opportunities in Greater Christchurch:</p> <p>(1) Subject to Policy 5.3.4, residential greenfield priority area development shall occur in accordance with Map A. These areas are sufficient for both growth and residential relocation through to 2028.</p> <p>(2) Intensification in urban areas of Greater Christchurch is to be focused around the Central City, Key Activity Centres and neighbourhood centres commensurate with their scale and function, core public transport routes, mixed-use areas, and on suitable brownfield land.</p> <p>(3) Intensification developments and development in greenfield priority areas shall achieve at least the following residential net densities averaged over the whole of an ODP area (except where subject to an existing operative ODP with specific density provisions):</p> <p>(a) 10 household units per hectare in greenfield areas in Selwyn and Waimakariri District;</p> <p>(b) 15 household units per hectare in greenfield areas in Christchurch City;</p> <p>(4) Intensification development within Christchurch City to achieve an average of:</p> <p>(a) 50 household units per hectare for intensification development within the Central City;</p> <p>(b) 30 household units per hectare for intensification development elsewhere.</p> <p>(5) Provision will be made in district plans for comprehensive development across multiple or amalgamated sites.</p> <p>(6) Housing affordability is to be addressed by providing sufficient intensification and greenfield priority area land to meet housing demand during the recovery period, enabling brownfield development and providing for a range of lot sizes, densities and appropriate development controls that support more intensive developments such as mixed use developments, apartments, townhouses and terraced housing.</p>	<p>intensification of areas within Rangiora (or any town outside Christchurch City). The policy does require 10 household units per hectare in the Waimakariri District. The Plan Change Request will increase the density of the site from a minimum site size of 5000m<sup>2</sup> with a minimum 1 hectare average to a site with a minimum site size of 600m<sup>2</sup>. Development of the site will be able to achieve 10 household units per hectare.</p> <p>The Plan Change Request is consistent with this Policy.</p>
<p><b>Policy 6.3.8 - Regeneration of Brownfield Land</b></p> <p>To encourage and provide for the recovery and regeneration of existing brownfield areas through new comprehensive residential, mixed-use or business developments, provided such activities will ensure the safe and efficient functioning of the transport network and will not have significant adverse distributional or urban form effects on the Central City, Key Activity Centres and neighbourhood centres, or give rise to significant reverse sensitivity effects.</p>	<p>The site is currently under-developed and the Plan Change Request to increase the density of residential use is considered to be appropriate given the site location, infrastructure and easy connections to the Rangiora area.</p> <p>The proposal adopts an existing residential zone of the District Plan and carries forward the same character and amenity of the existing settlement.</p> <p>The Plan Change Request is consistent with this Policy.</p>



## Appendix F: Transport Assessment

**MA Clarke & Williams McKenzie Trustees Limited**

# **Proposed Plan Change South West Rangiora**

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## **Transportation Assessment**

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**CARRIAGEWAY**  
CONSULTING

traffic engineering | transport planning



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CCL file reference	14057 rangiora plan change ta final
Status	Final
Issued	17 September 2014



## 1. Introduction

- 1.1. MA Clarke and Williams McKenzie Trustees Limited propose to request a change to the Waimakariri District Plan. If approved, the plan change would result in the rezoning of approximately 13.6ha of land to the immediate southeast of the South Belt / Townsend Road intersection from Residential 4B to Residential 2. This would facilitate the development of at most 150 residences (and more likely to be around 140 residences), compared to 10 residences that could occur under the current zoning.
- 1.2. This Transportation Assessment sets out a detailed analysis of the transportation issues associated with the proposed plan change, and addresses changes in travel patterns that are likely to arise. Where potential adverse effects are identified, ways in which these can be addressed are set out. The report is cognisant of the guidance specified in the New Zealand Transport Agency's 'Integrated Transport Assessment Guidelines' and although travel by private motor vehicle is addressed within this report, in accordance with best practice the importance of other transport modes is also recognised. Consequently, travel by walking, cycling and public transport is also considered.



## 2. Site Overview

### 2.1. Location

2.1.1. The plan change area is situated approximately 2km southwest of Rangiora town centre. The site is trapezoidal in shape, bounded by South Belt to the north, Townsend Road to the west, a watercourse to the south and Southbrook Park to the east. The location of the site in the context of the local area is shown in Figure 1 and in more detail in Figure 2. It is zoned as "Residential 4B" in the District Plan.

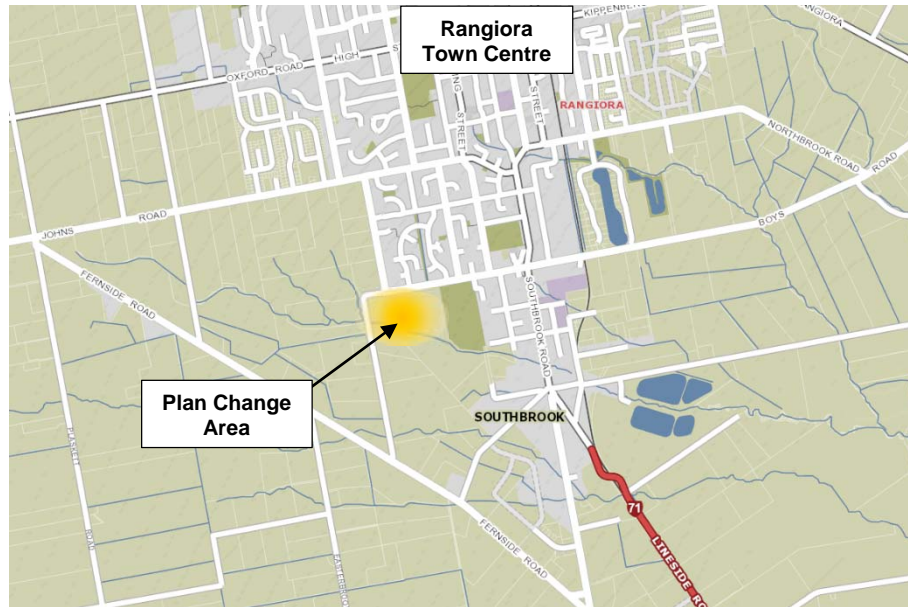


Figure 1: General Location of Proposed Plan Change Area within Rangiora

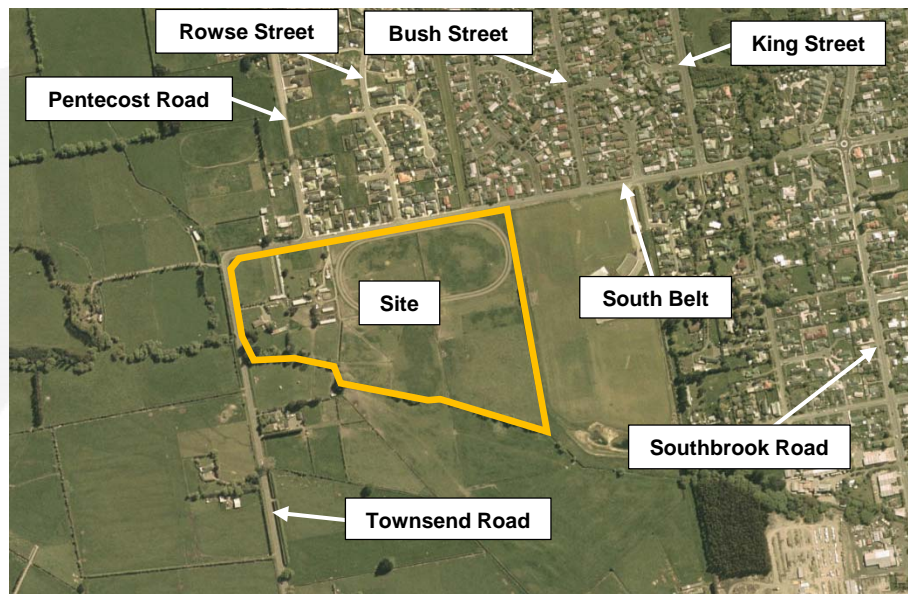


Figure 2: Aerial Photograph of Proposed Plan Change Area and Environs



## 2.2. Road Hierarchy

- 2.2.1. The District Plan classifies Southbrook Road as a Strategic Road, meaning that it is a “*present, former or proposed State Highway road serving as an inter-district route*” (District Plan ‘Definitions’ section). As an inter-district route, it can be expected that the road will carry a large proportion of through traffic.
- 2.2.2. South Belt and King Street are Urban Collector Roads, which are “*the preferred route for travel through and within urban centres, including the collection of local traffic*” (District Plan ‘Definitions’ section).
- 2.2.3. Townsend Road, Rowse Street, Bush Street and Pentecost Road are Local Roads “*whose primary function is property access*” (District Plan ‘Definitions’ section).



### 3. Current Transportation Networks

#### 3.1. *Roading Network*

- 3.1.1. To the immediate north of the plan change area, South Belt runs through a peri-urban environment, with residential property and multiple private driveways towards the north but rural land and minimal frontage access to the south. The road has an east-west alignment and is flat and straight, and is subject to a 50km/h speed limit. It has an 8.6m wide carriageway with a centreline and edge line markings to the south but is kerbed on its northern side. There is also a seal extension of 1.7m towards the south and a grassed verge of approximately 3m.



**Photograph 1: South Belt (Plan Change Area on Right)**

- 3.1.2. Towards the west of the plan change area, South Belt becomes more rural. Although the road still retains an 8.6m carriageway, the kerb on the northern side of the road ceases at Pentecost Road and instead there is narrow seal extension of 0.5m and a 2.5m grassed verge.



**Photograph 2: South Belt Towards West of Plan Change Area**

- 3.1.3. The South Belt / Pentecost Road intersection is 'give-way' controlled and no turning lanes are provided on any approach. Sight distances in each direction for turning vehicles are good, but are limited towards the west by a change in alignment of South Belt.



**Photograph 3: South Belt / Pentecost Road Intersection (Plan Change Area on Right))**

- 3.1.4. To the immediate west of the South Belt / Pentecost Road intersection, South Belt becomes known as Townsend Road. At the northwestern corner of the plan change area, the alignment of Townsend Road turns through 90-degrees towards the south. In view of the curve radius, there is an advisory 25km/h speed limit sign at the intersection for vehicles approaching from the south (but not from the east) with accompanying chevron boards for vehicles approaching from either direction. There is also a short section of kerb on the inside radius to provide guidance to drivers and ensure they do not cut the corner. The road centreline becomes a double yellow 'no overtaking' line over a distance of 130m from the curve in both directions.



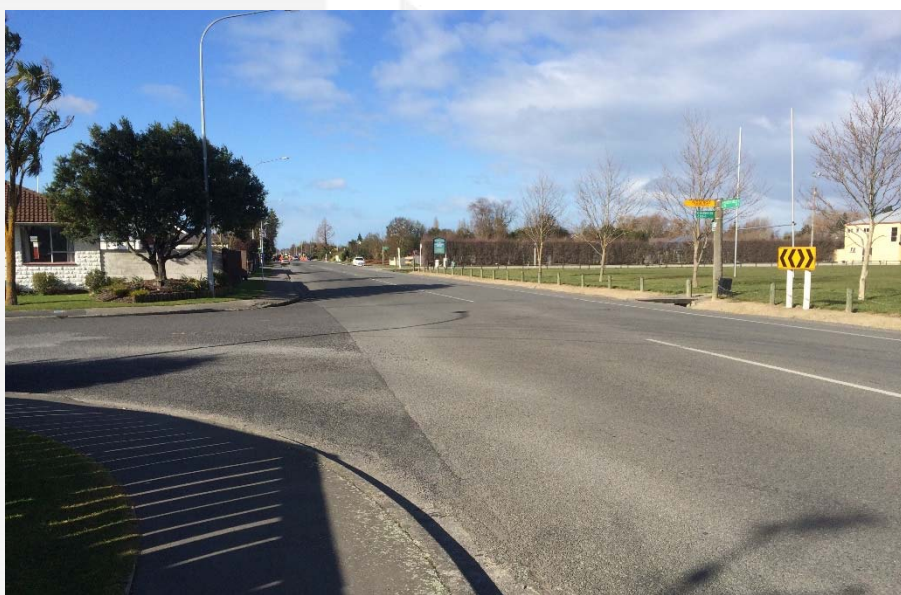
**Photograph 4: Townsend Road Curve**

- 3.1.5. South of the curve, Townsend Road has a rural nature with a 6.8m carriageway and grassed verges in excess of 3m on each side. Approximately 130m south of South Belt there is a culvert where the carriageway width narrows slightly to 5.5m, and the speed limit changes to 80km/h.



**Photograph 5: Culvert on Townsend Road (Looking South)**

- 3.1.6. Around 1km south of the culvert, Townsend Road meets Fernside Road, which provides a route to Lineside Road (State Highway 71) and the wider highway network of the South Island.
- 3.1.7. Towards the east of the plan change area, South Belt becomes increasingly urbanised. There are a number of minor roads which meet South Belt on its northern side, including Rowse Street, Bush Street, Banks Place and King Street. These all serve residential development and have a typical urban formation with kerbs on both side of the road and all have multiple private driveways. In each case, their respective intersection with South Belt is 'give-way' controlled and due to the flat and straight alignment of South Belt, sight distances are excellent.



**Photograph 6: South Belt / Bush Street Intersection**

- 3.1.8. Some 230m east of the northeastern corner of the plan change area is the access to the Southbrook Park sports ground, which has facilities for cricket, rugby, karate and netball. As well as the playing surfaces and a large clubroom, the site also has a car park of around 150 spaces.



**Photograph 7: Entrance to Southbrook Park**

- 3.1.9. East of the access to Southbrook Park, South Belt is highly urbanised. The carriageway widens to 12m with two traffic lanes (4.6m westbound and 5.0m eastbound) and a parking lane on the southern side of the road of 2.4m width. There are also numerous property accesses to the residential development that fronts the road on both sides.



**Photograph 8: South Belt, East of Plan Change Area (Looking East)**

- 3.1.10. Approximately 390m east of the access to Southbrook Park, South Belt meets Southbrook Road and Percival Street at a roundabout. This has an inner island with a 12m diameter and one circulating lane of 7m width, with 2.5m of the inner island being designed in a manner that can over over-run by larger vehicles. Each approach has one traffic lane in the order of 4m in



width. The roundabout has four approaches, with the continuation of South Belt forming the eastern approach.

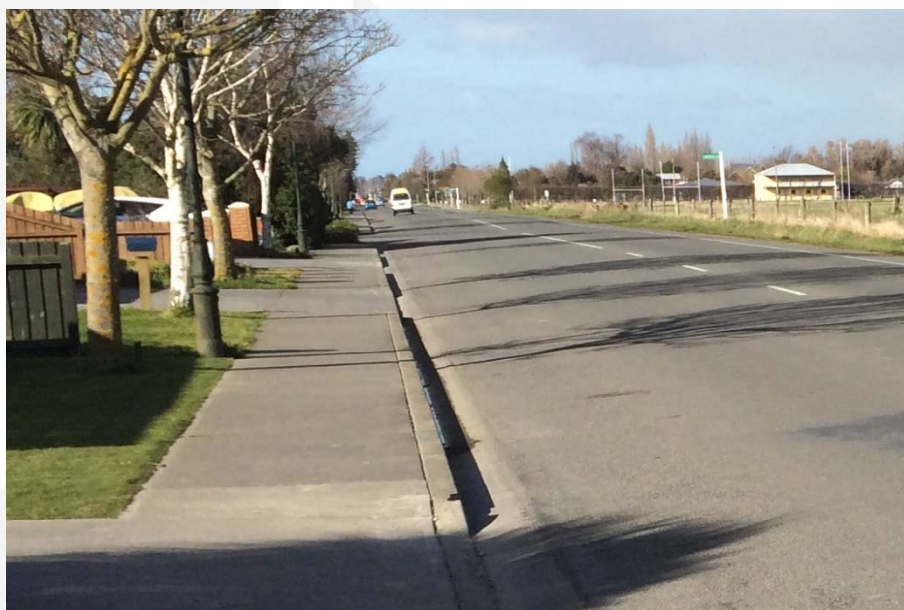


**Photograph 9: Southbrook Road / Percival Street / South Belt Roundabout**

3.1.11. Towards the north, Percival Street provides a route into Rangiora town centre. Approximately 800m to the south of South Belt, Southbrook Road transitions to become Lineside Road (State Highway 71).

### **3.2. *Non-Car Modes of Travel***

3.2.1. There is a 1.5m wide footpath that runs along the northern side of South Belt, although this terminates at Pentecost Road and beyond this pedestrian provision is through a gravelled berm as noted above. There is no provision for pedestrians over much of the southern side of South Belt, including the plan change area frontage, other than a section of footpath, 1.5m wide, between the South Belt / Country Lane and South Belt / Buckleys Road intersections.



**Photograph 10: Footpath on Northern Side of South Belt, Opposite Plan Change Area**

- 3.2.2. Bush Street, Southbrook Road and Percival Street also have footpaths on both sides of the road, but Pentecost Road, Rowse Street and King Street have footpaths on one side only.
- 3.2.3. There are no formal pedestrian crossings in the immediate area, other than on each approach to the Southbrook Road / Percival Street / South Belt. There is a 'cut through' on each deflection island which is equipped with resting rails, and tactile paving is provided on the kerb crossing at the adjacent footpaths.



**Photograph 11: Pedestrian Crossing at Southbrook Road / Percival Street / South Belt Roundabout**

- 3.2.4. There is no formal infrastructure provision for cyclists in the area, other than on Southbrook Road and Percival Street, where there is a 1.3m wide cycle lane in each direction.



**Photograph 12: Cycle Lane on Southbrook Road**

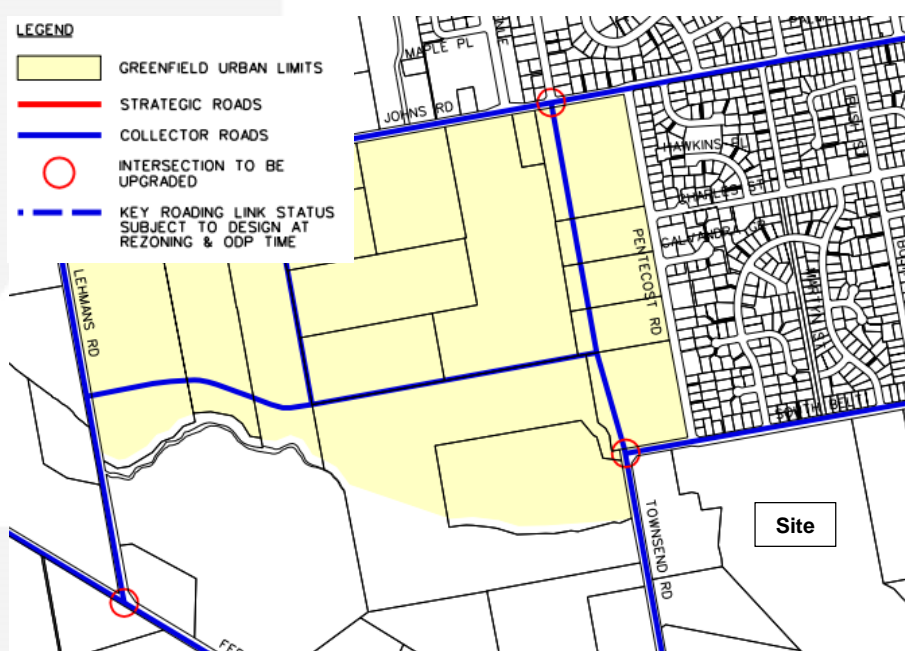
- 3.2.5. The Blue Line bus service uses a route that includes Southbrook Road, South Belt and Bush Street, with the closest bus stops to the plan change area being located on South Belt some 15m from Bush Street (for buses travelling towards Christchurch) and on Bush Street approximately 30m from South Belt (for buses travelling towards Rangiora town centre). Both bus stops have a timetable, but no other facilities.



**Photograph 13: Bus Stop on South belt, East of Bush Street**

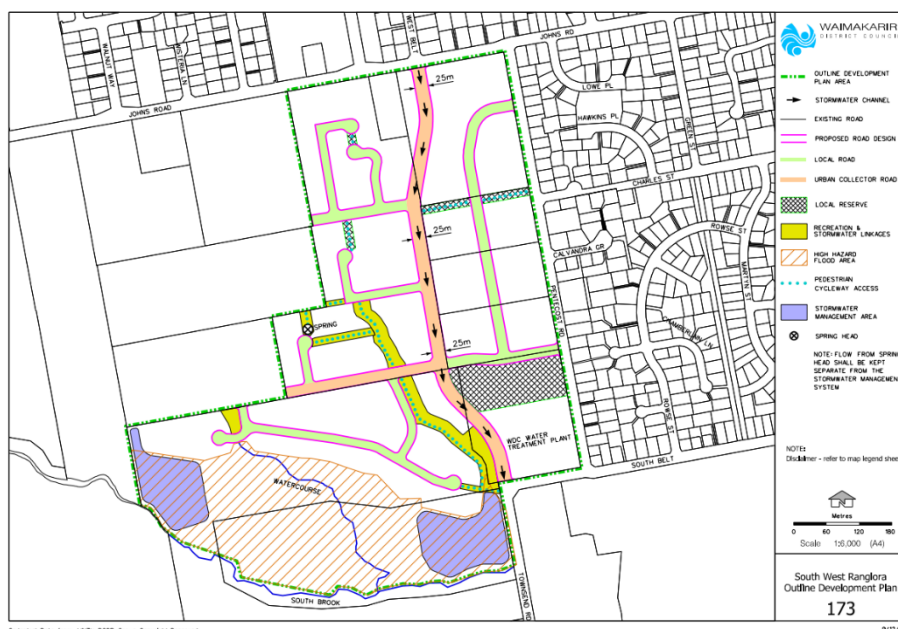
### 3.3. Future Changes

- 3.3.1. The West Rangiora Structure Plan was adopted by the Council in 2009, and sets out a framework to guide future urban development to the west of the town in a coordinated manner. As part of this, a future transportation network is shown which represents the roading networks that are envisaged to be put in place to facilitate development in the area.



**Figure 3: Extract from Rangiora Structure Plan 2911 (Sheet 21) from Showing Future Road Network**

- 3.3.2. The plan shows that Townsend Road is to be extended towards the north to meet Johns Road, and its intersection with South Belt upgraded. This will provide improved connectivity for significant numbers of residential dwellings that are anticipated to be constructed in the area. An Outline Development Plan has subsequently been included within the District Plan on the instruction of the Minister for Earthquake Recovery (through the Land Use Recovery Plan) which shows the road alignment in more detail.



**Figure 4: Plan 173 of the District Plan Showing Townsend Road Extension**

- 3.3.3. The plan shows that the extension of Townsend Road will be an Urban Collector Road, and this change in roading hierarchy has been taken into account within this assessment.

## 4. Current and Future Transportation Patterns

### 4.1. Traffic Flows

- 4.1.1. Waimakariri District Council carries out a regular programme of traffic counts on the roading network. However during discussions with the Council, it was ascertained that these are of very limited use for the purposes of assessing any proposed changes in land use, because historic patterns cannot be assumed to continue in future due to the extent of new residential development being constructed.
- 4.1.2. Instead, the Council requested that all analysis was undertaken using the Rangiora Microsimulation Model. This model has been produced on behalf of the Council specifically to evaluate the effects of land use changes and potential roading schemes, and to ensure that roading infrastructure is able to accommodate expected changes in traffic volumes. It has been evaluated by the Council and confirmed as being fit for this purpose. The geographic area covered is shown below.



**Figure 5: 'Base' Network of the Rangiora Microsimulation Model**

- 4.1.3. The model covers only the evening peak hour, but the Council has confirmed that this is the period when the road network in Rangiora is under the greatest pressure. As such, provided that the roading network operates satisfactorily in this period, the Council accepts that queues and delays will be no greater in the morning peak hour.
- 4.1.4. Further, the 'future year' scenario adopted in the model is 2021, and thus this is the 'design year' for the purposes of this analysis. Typically a ten-year horizon would be adopted when considering plan change, but there is no model for 2024. However, it is not considered that

this would materially affect any conclusions drawn because the bulk of development in the town is anticipated to take place before 2021 and few changes are confirmed after this date.

4.1.5. The model includes a number of improvement schemes and land uses changes. These have been confirmed as follows:

- Traffic signals installed at the Ivory Street / High Street / Ashley Street intersection ('Red Lion corner');
- Partial two-waying of High Street;
- Traffic signals installed at the Southbrook Road / South Belt intersection
- New roundabout at the High Street / Kippenberger Avenue / East Belt intersection;
- New roundabout at the High Street / West Belt intersection;
- Traffic signals installed at the Southbrook Road / Pak n' Save / Mitre 10 intersection;
- New Pak n' Save on Southbrook Road open;
- Major growth in businesses on land use between Flaxton Road / Fernside Road and Todds Roads; and
- New residential areas developed in accordance with the Rangiora Structure Plan, together with associated roading networks through these areas.

4.1.6. The new residential areas anticipated by 2021 are shown below, together with the new road links.



**Figure 6: 2021 Network of the Rangiora Microsimulation Model**



4.1.7. The traffic volumes anticipated to occur on South Belt in 2021 are shown below, taking account of the changes in road links and land use (but not the proposed plan change).

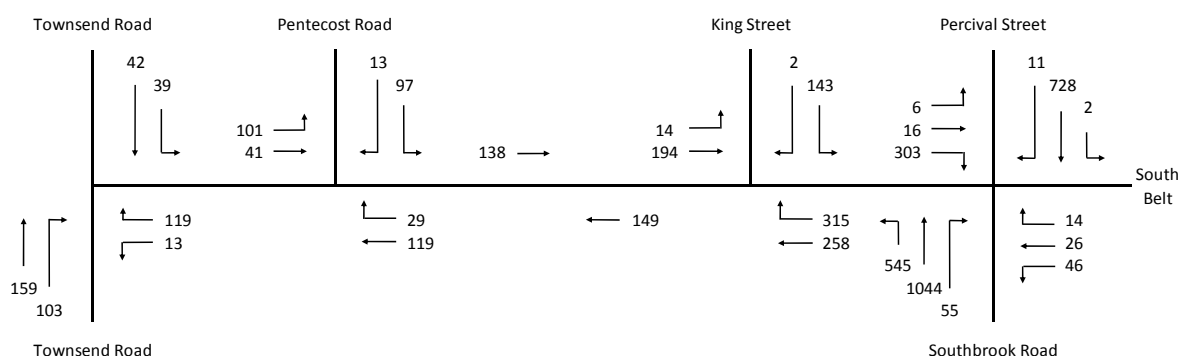


Figure 7: 2021 Evening Peak Hour Traffic Volumes on South Belt

4.1.8. The model also provides details of the levels of service offered at each intersection under these traffic loadings, as summarised below.

INTERSECTION	APPROACH	MOVEMENT	NUMBER OF JOURNEYS	AVERAGE DELAY					
				Movement		Approach		Intersection	
				s/veh	LOS	s/veh	LOS	s/veh	LOS
Townsend Road	Townsend Road East	Left	13	8	A	10	A	10	A
	Townsend Road East	Right	119	10	A				
	Townsend Road South	Thru	159	-	A	10	A		
	Townsend Road South	Right	103	10	A				
	Townsend Road Extn North	Left	39	8	A	8	A		
	Townsend Road Extn North	Thru	42	-	A				
South Belt / Pentecost Road	South Belt East	Thru	119	-	A	10	B	10	B
	South Belt East	Right	29	10	B				
	South Belt West	Left	101	8	A	8	A		
	South Belt West	Thru	41	-	A				
	Pentecost Road	Left	97	8	A	8	A		
	Pentecost Road	Right	13	-	A				
South Belt / King Street	South Belt East	Thru	258	-	A	14	B	14	B
	South Belt East	Right	315	14	B				
	South Belt West	Left	14	9	A	9	A		
	South Belt West	Thru	194	-	A				
	King Street	Left	143	12	B	12	B		
	King Street	Right	2	11	B				
South Belt / Southbrook Road / Percival Street	South Belt East	Left	46	38	D	38	D	23	C
	South Belt East	Thru	26	38	D				
	South Belt East	Right	14	39	D				
	Southbrook Road	Left	545	11	B	19	B		
	Southbrook Road	Thru	1044	23	C				
	Southbrook Road	Right	55	25	C				
	South Belt West	Left	6	31	C	31	C		
	South Belt West	Thru	16	23	C				
	South Belt West	Right	303	32	C				
	Percival Street	Left	2	16	B	26	C		
	Percival Street	Thru	728	26	C				
	Percival Street	Right	11	30	C				

Table 1: Delays and Levels of Service on South Belt, 2021, No Development of Plan Change Area

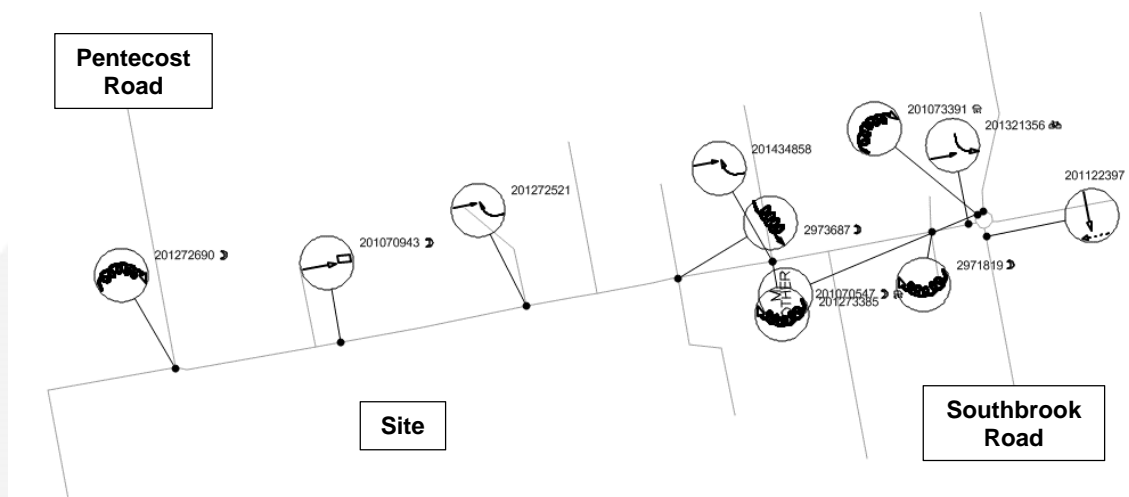
4.1.9. It can be seen that delays are expected to be low over much of South Belt. The greatest delays, and the lowest levels of service, arise at the South Belt / Southbrook Road intersection but even in this location, at most vehicles are required to wait for less than 40 seconds. This gives rise to Level of Service D on the South Belt (east) approach. However, the overall performance of a signalised intersection such as anticipated to be constructed in this location is determined by the average delays on each approach, meaning that the intersection functions with Level of Service C.

## 4.2. Non-Car Modes of Travel

- 4.2.1. There are no formal counts of walking or cycling movements in the area, but informal on-site observations suggest that pedestrian volumes are commensurate with the residential development which fronts the surrounding roads. During site visits, negligible numbers of pedestrians and cyclists were observed, although volumes at the weekend may be higher due to a greater amount of recreational journeys.
- 4.2.2. The extent of footpath provision in the area is generally good, and the lack of provision on the southern side of South Belt is likely to be due to the limited demand as a result of the lack of frontage development. Given that traffic flows on South Belt are low, it would not be unreasonable to anticipate that cyclists will be able to share the carriageway with motorised vehicles.
- 4.2.3. The Blue Line public transport service operates between Rangiora town centre, Northlands Mall, Central Station and Princess Margaret Hospital. During weekdays, the service has an approximate headway of 30 minutes and operates between 6:30am and 11pm. On Saturday it operates with a 30-minute headway between 7:30am and 12am, and on Sunday the headway increases to an hour with the service running between 8am to 10pm.

## 4.3. Road Safety

- 4.3.1. The NZTA Crash Analysis System has been used to identify the location and nature of the recorded traffic accidents in the vicinity of the plan change area. All reported accidents between 2009 and 2014 were identified on South Belt, between and including the intersections with Townsend Road and Southbrook Road. The analysis showed that 11 accidents had been reported, as summarised below.



**Figure 8: Location and Type of Reported Accidents in Area**

- 4.3.2. None of these 11 accidents resulted in fatal or serious injuries, but only slight or no injuries. Four accidents occurred at the South Belt / Southbrook Road roundabout, but all had different contributing factors. One involved a distracted pedestrian who walked into the side of a car, and another involved a cyclist who rose into the side of a car. On accident occurred when the steering of a vehicle that was being towed inexplicably locked, resulting in the towed vehicle being pulled into the side of a vehicle that was waiting to enter onto the roundabout. The fourth accident involved a driver who attempted to negotiate the roundabout too quickly and lost control.



- 4.3.3. It appears that the accident reported at the South Belt / Townsend Road intersection is a miscode, as the report notes that it was due to a driver travelling from south to north that took the corner too quickly and left the road.
- 4.3.4. Two accidents were reported at the South Belt / King Street intersection. One occurred when a westbound driver attempted to turn into King Street too quickly and lost control. The other occurred when a westbound driver turned into King Street and was struck by an eastbound vehicle travelling on South Belt. A similar accident occurred at the South Belt / Martyn Street intersection, when a westbound driver turned right and was struck by an eastbound vehicle on South Belt.
- 4.3.5. The remaining three accidents occurred at different locations and had different contributing factors including a driver that ran into the back of a parked car, a driver racing another vehicle that lost control, and a driver that lost control leaving behind skid marks, but who left the scene.
- 4.3.6. There were no reported accidents involving pedestrians or cyclists, other than those noted above where the pedestrian/cyclist struck the *side* of a car.
- 4.3.7. The relatively low number of reported accidents, the lack of any geographic clustering and the variety of associated contributing factors indicate that there are no existing safety-related deficiencies on the road network on South Belt.



## 5. Proposed Plan Change

- 5.1. The proposed private plan change seeks to rezone approximately 13.6ha of land to the immediate southeast of the South Belt / Townsend Road intersection from Residential 4B to Residential 2. This would facilitate the development of at most 150 residences (and more likely to be around 140 residences), compared to 10 residences that could occur under the current zoning. The proposed Outline Development Plan (ODP) is shown below.

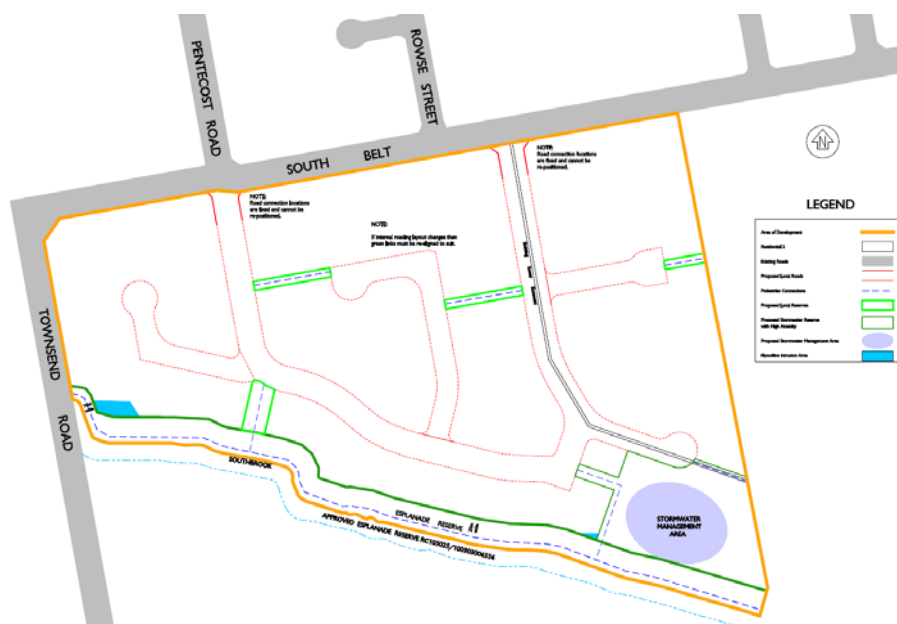


Figure 9: Proposed Outline Development Plan (Extract from Eliot Sinclair Plan 196916 C8)

- 5.2. The plan shows that it is envisaged that the plan change area will have two accesses onto South Belt, one directly opposite Pentecost Road and the other approximately 50m east of Rowse Street. It is good practice to provide at least two points of access (and a through route) for any major development, both to avoid adverse urban design outcomes associated with creating a large a cul-de-sac, and also to ensure that an alternative route is provided if one access is blocked (such as through road maintenance activities). For an efficient pattern of land development within the site, these accesses should be located equidistantly on the frontage road.
- 5.3. In this case, the curve of Townsend Road means that a western site access cannot be located further west than Pentecost Road due to sight distance constraints. Locating it further east places it more centrally within the plan change area, and potentially will result in an inefficient use of land within the site. Consequently, it has been located directly opposite Pentecost Road.
- 5.4. The arrangement will create a 'crossroads' arrangement, and will therefore require careful design to ensure it operates safely. However, it is unlikely that there will be a significant amount of north-south traffic across South Belt because the most likely destination of the town centre is more directly reached by using King Street towards the east. It should also be noted that in due course, the extension of Townsend Road will mean that South Belt traffic will have to 'give-way' just to the west of the western site access, which will support a slow-speed environment in this location.



- 5.5. To avoid being too central to the plan change area, the eastern site access needs to be located towards the east of Rowse Street. A separation of 50m has been provided to minimise any possible conflict between vehicles turning into Rowse Street and those turning into the plan change area. Locating this access further east would place the intersection closer to the eastern site boundary and again, potentially result in an inefficient pattern of land use development.
- 5.6. In both cases, the two new intersections serving the plan change area will be priority controlled, with South Belt traffic retaining the right of way. The alignment of South Belt means that good sight distances can be achieved for turning traffic, and the road reserve widths are sufficient to facilitate the construction of the access intersections. A series of short cul-de-sacs will link to the through route within the site, and provide vehicular access to a number of lots.
- 5.7. There are several reserves within the site, and the ODP shows that a pedestrian route will run through each. This results in the provision of an east-west route within the site for pedestrian movements, with walking links provided at the head of every cul-de-sac to ensure that connectivity will be high. There is also a pedestrian route towards the southwest of the plan change area, towards the Esplanade reserve.
- 5.8. The plan change seeks to introduce two exemptions to operative traffic and transportation rules to the District Plan, which are discussed further below. However in all other regards, the development of the plan change area will be in accordance with the District Plan roading and property access rules. The road cross-sections will comply with the current requirements of the District Plan (Table 30.6), and it is also expected that the design of the proposed intersections onto South Belt will comply with relevant Council standards.



## 6. Traffic Generation and Distribution

### 6.1. Traffic Generation

- 6.1.1. It is understood that the current zoning of the plan change area enables up to 10 residences to be constructed. However rural residential development of this nature generally has a low traffic generation rate and thus to ensure a robust analysis, the traffic volumes associated with the site both now and in future have been assumed to be zero.
- 6.1.2. Traffic generation rates for the development of the plan change area under the proposed rezoning have been sourced from the New Zealand Trip Database Bureau (TDB) and from rates used for other plan changes in the District which have been accepted by Council. In particular, Plan Changes 6 and 10 used rates of 8 vehicle movements per day per residence, with 1 vehicle movement per residence in each of the morning and evening peak hours. These rates are consistent with the range of values in the TDB, and have therefore been adopted.
- 6.1.3. For the maximum 150 residences that could potentially occur at the plan change area, this yields the following traffic generation.

Period	Trip Rate Per Residence			Anticipated Traffic Generation		
	In	Out	Total	In	Out	Total
Morning Peak Hour	0.1	0.9	1.0	15	135	150
Evening Peak Hour	0.65	0.35	1.0	98	52	150
Daily	4.0	4.0	8.0	600	600	1,200

**Table 2: Anticipated Traffic Generation of Development of Proposed Plan Change Area**

### 6.2. Traffic Distribution

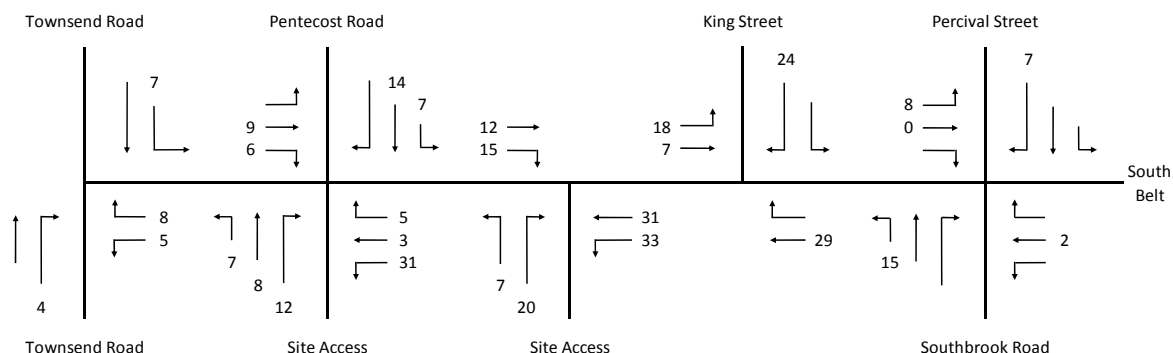
- 6.2.1. The distribution of traffic has been based on the distribution within the traffic model of an adjacent residential zone, located to the immediate northwest of the plan change area. In practice, the distribution and assignment of traffic to the road network is carried out by the model, but it is possible to extract the distribution that has been calculated, and this is shown below.

Origin / Destination	Distribution		Number of Vehicle Movements	
	In to Plan Change Area	Out from Plan Change Area	In to Plan Change Area	Out from Plan Change Area
Kaiapoi / Christchurch	26%	6%	25	4
From north (incl Ashley)	5%	10%	5	5
From east (incl Woodend)	5%	3%	5	2
From west (incl Fernside)	1%	8%	1	4
Rangiora township	63%	72%	62	38
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>98</b>	<b>52</b>

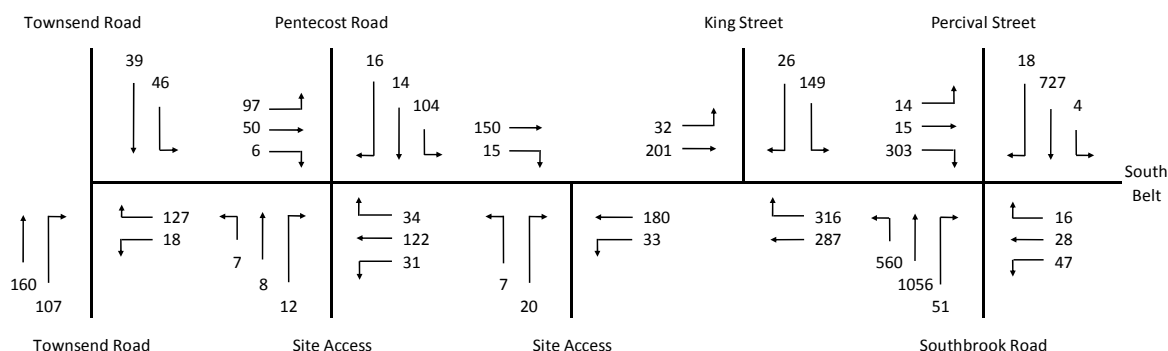
**Table 3: Distribution of Traffic Generated by Development of Proposed Plan Change Area**

- 6.2.2. For the purposes of assessing the effects on the road network, the traffic generated has been assigned to each site access equally, and the model has then assigned the traffic onto the

network anticipating that drivers will select the fastest route. The traffic associated with the plan change is shown below, together with the total traffic volumes expected in 2021.



**Figure 10: Additional Traffic Arising from Development of Plan Change Area**



**Figure 11: Total Traffic Volumes in 2021 with Full Development of Plan Change Area**

- 6.2.3. It should be noted that although the model is capable of forecasting changes in traffic flows associated with the plan change on roads and intersections that are further from the site, as with any development proposal, the traffic disperses on the network as distance from the development site increases. Thus any traffic-related effects will be most pronounced on the road network closest to the plan change area, and consequently the focus of analyses within this report is on the South Belt corridor.

## 7. Effects on the Transportation Networks

### 7.1. Roading Network Capacity

7.1.1. The Council's microsimulation model has been re-run using the expected traffic flows with full development of the plan change area, and the results are summarised below for the intersections on South Belt.

Intersection	Approach	Movement	Number Of Journeys	Average Delay					
				Movement		Approach		Intersection	
				s/veh	LOS	s/veh	LOS	s/veh	LOS
Townsend Road	Townsend Road East	Left	18	8	A	9	A	11	B
	Townsend Road East	Right	127	9	A				
	Townsend Road South	Thru	160	-	A	11	B		
	Townsend Road South	Right	107	11	B				
	Townsend Road Extn North	Left	46	8	A	8	A		
	Townsend Road Extn North	Thru	39	-	A				
South Belt / Pentecost Road / Site Access	South Belt East	Left	31	6	A	9	A	14	B
	South Belt East	Thru	122	-	A				
	South Belt East	Right	34	9	A				
	Western Site Access	Left	7	10	A	14	B		
	Western Site Access	Thru	8	10	B				
	Western Site Access	Right	12	14	B				
	South Belt West	Left	97	7	A	8	A		
	South Belt West	Thru	50	-	A				
	South Belt West	Right	6	8	A				
	Pentecost Road	Left	104	9	A	9	A		
	Pentecost Road	Thru	14	9	A				
Pentecost Road	Right	16	9	A					
South Belt / Site Access	South Belt East	Left	33	7	A	7	A	10	B
	South Belt East	Thru	180	-	A				
	Eastern Site Access	Left	7	10	B	10	B		
	Eastern Site Access	Right	20	8	A				
	South Belt West	Thru	150	-	A	9	A		
	South Belt West	Right	15	9	A				
South Belt / King Street	South Belt East	Thru	287	-	A	15	C	17	C
	South Belt East	Right	316	15	C				
	South Belt West	Left	32	9	A	9	A		
	South Belt West	Thru	201	-	A				
	King Street	Left	149	14	B	17	C		
	King Street	Right	26	17	C				
South Belt / Southbrook Road / Percival Street	South Belt East	Left	47	38	D	38	D	23	C
	South Belt East	Thru	28	40	D				
	South Belt East	Right	16	31	C				
	Southbrook Road	Left	560	11	B	19	B		
	Southbrook Road	Thru	1056	23	C				
	Southbrook Road	Right	51	25	C				
	South Belt West	Left	14	32	C	32	C		
	South Belt West	Thru	15	28	C				
	South Belt West	Right	303	33	C				
	Percival Street	Left	4	19	B	26	C		
	Percival Street	Thru	727	26	C				
	Percival Street	Right	18	35	C				

**Table 4: Delays and Levels of Service on South Belt, 2021, Full Development of Plan Change Area**

7.1.2. It can be seen that delays remain low over much of South Belt, with and although the overall level of service at the South Belt / King Street intersection reduces from B to C, this still represents a situation with minimal delays. The difference in the performance of the road network with and without the development of the plan change area is set out below.



INTERSECTION	APPROACH	MOVEMENT	NUMBER OF JOURNEYS	AVERAGE DELAY					
				Movement		Approach		Intersection	
				s/veh	LOS	s/veh	LOS	s/veh	LOS
Townsend Road	Townsend Road East	Left	+5	-	-	-	-	+1	A to B
	Townsend Road East	Right	+8	-	-	-	-		
	Townsend Road South	Thru	+1	-	-	+1	A to B		
	Townsend Road South	Right	+4	+1	A to B	-	-		
	Townsend Road Extn North	Left	+7	-	-	-	-		
	Townsend Road Extn North	Thru	+3	-	-	-	-		
South Belt / Pentecost Road / Site Access	South Belt East	Left	+31	+6	-	-	-	+6	A to B
	South Belt East	Thru	+3	-	-	-	-		
	South Belt East	Right	+5	-	-	-	-		
	Western Site Access	Left	+7	+10	A	+14	B		
	Western Site Access	Thru	+8	+10	B	-	-		
	Western Site Access	Right	+12	+14	B	-	-		
	South Belt West	Left	+4	-	-	-	-		
	South Belt West	Thru	+9	-	-	-	-		
	South Belt West	Right	+6	+8	-	-	-		
	Pentecost Road	Left	+7	+1	-	+1	-		
	Pentecost Road	Thru	+14	+9	-	-	-		
	Pentecost Road	Right	+3	-	-	-	-		
South Belt / Site Access	South Belt East	Left	+33	+7	-	+7	-	+10	B
	South Belt East	Thru	+31	-	-	-	-		
	Eastern Site Access	Left	+7	+10	B	+10	B		
	Eastern Site Access	Right	+20	+8	A	-	-		
	South Belt West	Thru	+12	-	-	+9	-		
	South Belt West	Right	+15	+9	-	-	-		
South Belt / King Street	South Belt East	Thru	+29	-	-	+1	B to C	+3	B to C
	South Belt East	Right	+1	+1	B to C	-	-		
	South Belt West	Left	+18	-	-	-	-		
	South Belt West	Thru	+7	-	-	-	-		
	King Street	Left	+6	+2	-	+5	B to C		
	King Street	Right	+15	+6	B to C	-	-		
South Belt / Southbrook Road / Percival Street	South Belt East	Left	+1	-	-	-	-	-	-
	South Belt East	Thru	+2	+2	-	-	-		
	South Belt East	Right	+2	-	-	-	-		
	Southbrook Road	Left	+15	-	-	-	B		
	Southbrook Road	Thru	+12	-	-	-	-		
	Southbrook Road	Right	-	-	-	-	-		
	South Belt West	Left	+8	+1	-	+1	-		
	South Belt West	Thru	-	+5	-	-	-		
	South Belt West	Right	-	+1	-	-	-		
	Percival Street	Left	+2	+3	-	-	-		
	Percival Street	Thru	-	-	-	-	-		
	Percival Street	Right	+7	+5	-	-	-		

**Table 5: Changes in Delays and Levels of Service on South Belt in 2021 Arising from Full Development of Plan Change Area**

7.1.3. Overall, the comparison of network performance shows negligible differences with or without development of the plan change area. The greatest delays occur for vehicles emerging from the site, but these are at most 14 seconds per vehicle and a good level of service is achieved (Level of Service B). At other locations, the increase in delay is less than this, and when considered in the context of the whole journey, such an increase will be imperceptible.

7.1.4. As set out previously, the analysis relates to the evening peak hour only but the Council has confirmed that is the period when the road network in Rangiora is under the greatest pressure and that provided that the roading network operates satisfactorily in this period, the queues and delays will be no greater in the morning peak hour.

## 7.2. Non-Car Modes of Travel

7.2.1. As each of the roads within the site will be designed to meet the District Plan rules, it is expected that walking movements that are undertaken wholly within the site will be able to be



made efficiently and safely through the provision of an appropriate level of footpaths and footpath width. The frontage road already has a footpath on the northern side which can be used for walking journeys to more remote destinations, and the low volumes of traffic on South Belt do not create any significant impediment to pedestrian crossing movements.

- 7.2.2. The relatively high permeability of the internal road network means that the pedestrians will not be required to use circuitous routes, and in this regard, walking connections are provided at the head of cul-de-sacs and also between other internal roads. These create direct walking routes, including to Southbrook Park to the east of the plan change area.
- 7.2.3. The internal network will also support cycling as a safe and convenient travel mode through being constructed to the appropriate level of infrastructure under the District Plan. For longer cycling distances, South Belt and the network of roads in the immediate area are relatively lightly-trafficked and suitable for on-road cycling, and the likely increase in cycle movements arising from development of the plan change area is extremely unlikely to result in an increased level of provision being required. The replacement of the South Belt / Southbrook Road roundabout with traffic signals will create a form of intersection that improves cyclist safety.
- 7.2.4. The extent of development within the site is such that it is unlikely that there will be an increase in demand for public transport services that justify a diversion of an existing service into the site or the provision of a wholly new service. However in the event that a service does operate, the proposed 'loop' road arrangement will facilitate a bus route with all parts of the site being within 100m (crow-fly distance).
- 7.2.5. In the short-term, it is likely that any bus journeys will be made by pedestrians walking to the existing bus stops at South Belt / Bush Street. These are 150m from the northeastern corner of the site, meaning that 40% of the residences within the plan change area will be within 400m of the bus route (the distance desired under the Canterbury Regional Public Transport Plan) and all of the site is within 700m of the bus route. However in view of the likely significant increase in residential properties towards the southwest of the town, it is likely that bus routes will change in future which may result in this percentage increasing. It should also be noted that many of the other land development areas are currently further from public transport than the proposed plan change area.
- 7.2.6. Taking these features of the site into account, it is considered that high levels of provision will be made for those using non-car travel modes.

### **7.3. Road Safety**

- 7.3.1. It is considered that the existing good safety record in the vicinity of the site is unlikely to be adversely affected by the traffic travelling to and from the plan change area.
- 7.3.2. The site accesses will introduce turning traffic at locations where presently traffic does not turn, and therefore potentially will increase accident risk at those locations. However the intersections will be designed to appropriate standards, and the flat and straight alignment of South Belt means that excellent sight distances will be achieved. Consequently, it is not considered that the proposed new accesses will have any noticeable effect on road safety.

### **7.4. Summary and Conclusions**

- 7.4.1. Overall, it is considered that traffic associated with the proposed plan change can be accommodated on the roading network without any adverse efficiency or safety-related issues arising.

## 8. Strategic Planning Documents

### 8.1. Introduction

- 8.1.1. There are a number of strategic planning documents with which any land rezoning is expected comply. An assessment of the proposed development of the site against these documents has been undertaken and the results are summarised below.

### 8.2. Canterbury Regional Policy Statement

- 8.2.1. The Canterbury Regional Policy Statement 2013 (RPS) sets out an overview of the significant resource management issues in the region, and sets out ways to resolve those issues and achieve the integrated management of the natural and physical resources. Chapter 5 of the RPS ('Land Use and Infrastructure') highlights a number of policies relating to the transportation networks:

**Policy 5.3.7** – *In relation to strategic land transport network and arterial roads, the avoidance of development which:*

- (1) adversely affects the safe efficient and effective functioning of this network and these roads, including the ability of this infrastructure to support freight and passenger transport services; and*
- (2) in relation to the strategic land transport network and arterial roads, to avoid development which forecloses the opportunity for the development of this network and these roads to meet future strategic transport requirements.*

**Policy 5.3.8** – *Integrate land use and transport planning in a way:*

- (1) that promotes:*

- (a) the use of transport modes which have low adverse effects;*
- (b) the safe, efficient and effective use of transport infrastructure, and reduces where appropriate the demand for transport;*

- (2) that avoids or mitigates conflicts with incompatible activities; and*

- (3) where the adverse effects from the development, operation and expansion of the transport system:*

- (a) on significant natural and physical resources and cultural values are avoided, or where this is not practicable, remedied or mitigated; and*
- (b) are otherwise appropriately controlled.*

**Policy 5.3.9** – *In relation to regionally significant infrastructure (including transport hubs):*

- (1) avoid development which constrains the ability of this infrastructure to be developed and used without time or other operational constraints that may arise from adverse effects relating to reverse sensitivity or safety;*

**Policy 6.3.2** – *Business development, residential development (including rural residential development) and the establishment of public space is to give effect to the principles of good urban design below, and those of the NZ Urban Design Protocol 2005, to the extent appropriate to the context:*

*(2) Integration – recognition of the need for well-integrated places, infrastructure, movement routes and networks, spaces, land uses and the natural and built environment. These elements should be overlaid to provide an appropriate form and pattern of use and development.*

*(3) Connectivity – the provision of efficient and safe high quality, barrier free, multimodal connections within a development, to surrounding areas, and to local facilities and services, with emphasis at a local level placed on walking, cycling and public transport as more sustainable forms of transport*

**Policy 6.3.4** – *Ensure that an efficient and effective transport network that supports business and residential recovery is restored, protected and enhanced so that it maintains and improves movement of people and goods around Greater Christchurch by:*

- (1) avoiding development that will overload strategic freight routes;*
- (2) providing patterns of development that optimise use of existing network capacity and ensuring that, where possible, new building projects support increased uptake of active and public transport, and provide opportunities for modal choice;*
- 3) providing opportunities for travel demand management;*
- (4) requiring integrated transport assessment for substantial developments; and*
- (5) improving road user safety.*

8.2.2. The analysis carried out shows that the traffic generated by the proposed plan change does not adversely affect the effective or safe functioning of the arterial roads in the immediate area, and the resultant levels of service do not mean that the arterial networks could not be developed further in future. In regard to the latter, the rezoning makes allowance for the proposed signalisation of the Southbrook Road / South Belt intersection. There is no regionally significant infrastructure in the immediate vicinity that could be affected by the proposal.

8.2.3. The site specifically provides for non-car modes of travel, with provision made for walking and cycling, including an east-west route through the site to provide connectivity to Southbrook Park. There is considerable scope to ensure that the different transport networks are well integrated within the site to support the use of these modes.

8.2.4. The safety records in the area do not indicate that the plan change request would result in any adverse effects arising on the adjacent network, and the infrastructure within the site will be designed to meet current standards.

### **8.3. Canterbury Regional Land Transport Strategy**

8.3.1. The Canterbury Regional Land Transport Strategy (2012-2042) (RLTS) identifies the region's transport needs and the roles of all land transport modes and has a vision of the region having "an accessible, affordable, integrated, safe, resilient and sustainable transport system". This is supported by five objectives, of ensuring a resilient, environmentally sustainable and integrated transport system, increasing transport safety for all users, protecting and promoting public health, assisting economic development and improving levels of accessibility for all.

8.3.2. The strategy also sets out 16 outcomes that are expected to be achieved. These are set out below, together with the ways in which the proposed rezoning contributes to them.



- a. *Reduced greenhouse gas emissions from use of the domestic transport system:* The plan change area is adjacent to the already-urban area of Rangiora and close to a bus service. It is also linked to a number of lightly-trafficked Local Roads, suitable for walking and cycling.
- b. *Improved resilience of the transport network to infrastructure damage or emergencies:* The site is adjacent to an Urban Collector Road, which can be expected to be constructed to a high standards and thus be highly resilient. Two points of access are proposed to the site to ensure that access can be maintained even if one is unexpectedly closed.
- c. *Improved resilience of the transport system to external changes:* The plan change area is accessible by non-car modes of travel, and if desired, an existing bus service in the area could be easily diverted into the site thus avoiding any need to provide a wholly new service.
- d. *Improved land use and transport integration:* As set out elsewhere in this report, the site is considered to be well-integrated with the transportation networks.
- e. *Reduction in fatal and serious injuries for all modes:* The accident records do not indicate that there are any safety-related deficiencies on the road network, and new infrastructure will be designed to meet current standards.
- f. *Improved personal safety and reduced security risks to all transport users:* (See (e) above).
- g. *Improved health from increase in time spent travelling by active means:* The plan change area provides for walking and cycling, including a link to Southbrook Park.
- h. *Increased proportion of the population travelling by active means:* (See (g) above)
- i. *Reduced community exposure to vehicle pollutants, noise and vibration:* Vehicles travelling to the site will use South Belt, which is an Urban Collector Road and therefore expected to carry a proportion of through traffic.
- j. *Improved journey time reliability on the strategic transport network:* The modelling exercise carried out shows that the capacity of the strategic road network (in this case Southbrook Road) would not be exceeded, even when the plan change area is fully developed.
- k. *Increased energy efficiency per trip:* Part of the site is accessible by public transport and thus there is no requirement to use a private motor vehicle for travel.
- l. *Regional and inter-regional journey time reliability on key freight routes is maintained:* There are no defined key freight route in the immediate area, but freight will be carried along Southbrook Road which would not experience any significant change in journey times.
- m. *Freight hubs are protected and maintained:* There are no freight hub in the vicinity of the plan change area.
- n. *Connectedness is enhanced:* The proposal links to South Belt will itself is well-connected to the Rangiora roading network. The plan change area is also connected to the public transportation network, and provides for increased future connectivity.
- o. *Increased travel choices for households to access urban and suburban centres:* The plan change area is located such that it can be accessible by walking, cycling and public transport as well as private car.
- p. *Improved mobility for the transport disadvantaged:* Suitable provision will be made for non-car travel to and within the site in accordance with the District Plan requirements.



8.3.3. Overall, the plan change request is considered to be consistent with the RLTS.

#### **8.4. Canterbury Regional Public Transport Plan**

8.4.1. The Canterbury Regional Passenger Transport Plan (2012) sets out Environment Canterbury's objectives and policies for delivering public transport in the region. These fall within five areas of the network of services, vehicle quality and service performance standards, fares and ticketing, branding/marketing/information, and infrastructure.

8.4.2. One aspect of the strategy is to ensure that bus stops are located no more than 400m from potential patrons, and are spaced no more than 300m to 400m apart. The size of the plan change area however means that this cannot be fully achieved unless buses travel into the site, because the bus stops on South Belt and Bush Street are more than 400m from the southern site boundary. Approximately 40% of the site falls within 400m of the bus stops. However all of the site lies within 700m of the bus route ('crow-fly' distance).

8.4.3. This part of Rangiora is subject to significant and ongoing change, and it is likely that bus routes will change in future due to the increase in residential properties towards the southwest of the town, which will may result in a greater proportion of the site being closer to a bus route / bus stops. This could include providing a service through the plan change area and a through route is provided which could be used for this purpose (if desired). It should also be noted that many of the other land development areas are currently further from public transport than the proposed plan change area.

#### **8.5. Canterbury Regional Travel Demand Management Strategy**

8.5.1. The Canterbury Regional Travel Demand Management Strategy (2008) describes methods that affect whether, how, when and where travel occurs, with a view to maximising the efficiency of the land transport system. Integrating land use planning and transportation is noted by the strategy as being an important influence in managing travel demand.

8.5.2. The Travel Demand Management Strategy is a high-level strategy which focuses upon providing a background to travel demand management, but nevertheless it is considered that the proposed plan change is not inconsistent with the strategy in that the site is accessible by public transport (in part), walking and cycling.

#### **8.6. Waimakariri District Plan**

8.6.1. There are a three policies within the District Plan which are particularly relevant to consideration of a plan change request:

- **Policy 11.1.1.5** - *New developments and activities in relation to their traffic generation characteristics should:*
  - *Locate on or establish primary access to an appropriate level of road within the road hierarchy*
  - *Not have vehicular access to an inappropriate level of road within the hierarchy*
  - *Provide cycleways along arterial, strategic and collector roads*
- **Policy 11.1.1.6** - *Every site should have access that provides safe entry and exit for vehicles to and from the site to a road without compromising the safety or efficiency of the road or road network.*



- **Policy 11.1.1.7** -Sites shall provide on-site parking, loading, turning for vehicles, or have safe and efficient access to those facilities. Any use of off-site facilities should not compromise pedestrian and vehicle safety, or the safe and efficient operation of the road network.

- 8.6.2. South Belt is an Urban Collector Road, and therefore intended to provide for travel through and within the urban area, and accordingly, is a suitable category of road to accommodate the accesses to the plan change area. The roading network will not be overloaded and therefore the safe and efficient operation of the network will not be compromised. It is noted that no cycleway is provided along South Belt at present, although the extent of increases in traffic and cycling associated with the plan change is unlikely to justify any change in this.
- 8.6.3. The site accesses will be designed to meet current standards, and sight distances in each direction are very good, meaning that it can be expected they will operate safely. The residences within the plan change area will have appropriate off-street parking.
- 8.6.4. The District Plan has a number of rules with which any new development is expected to comply. The proposed ODP has been reviewed against these rules, and either complies or is likely to comply with all of but two of them,
- 8.6.5. Rule 30.6.1.21 requires a distance of 10m between any vehicle crossing onto South Belt and the nearest intersection with a Local Road. Depending on the ultimate subdivision of the site, it is likely that an allotment may have at most two accesses that are not separated from the South Belt / Rowse Street intersection by this distance. However the access will be on the opposite side to the minor arm of the intersection, and it is unlikely that any drivers will be confused by the arrangement.
- 8.6.6. Under Rule 30.6.1.26, intersections within a 50km/h speed limit area are anticipated to have a separation of 125m. This is not achieved between the proposed new eastern intersections onto South Belt and Rowse Street, and might not be achieved for internal intersections towards the east of the plan change area. However this separation distance does not take into account the benefits of a well-designed but reduced distance creating higher permeability, and accordingly there are a series of exemptions for other areas (set out in Rules 30.6.2.4 to 30.6.2.7).
- 8.6.7. On this basis, it is considered that this plan change request should include two rules which would exempt the site from Rules 30.6.1.21 and 30.6.1.26.
- 8.6.8. No further departures from the operative traffic and transportation rules within the District Plan and no new transportation-related Objectives, Policies or Rules are proposed. If there are any deviations from this, these will be identified when land use and/or subdivision consents are sought and the acceptability of these non-compliances determined at that time.



## 9. Conclusions

- 9.1. This report has identified, evaluated and assessed the various transport and access elements of the plan change request for land at South Belt, Rangiora, which would facilitate the development of potentially up to 150 residences.
- 9.2. The current levels of service provided by surrounding roading network have been assessed using the District Council's traffic model, which also takes into account the expected increases in traffic arising from other residential development in the area as well as proposed road improvement schemes. The model shows that the road network will operate efficiently even with full development of the plan change area.
- 9.3. No adverse effects on non-car modes of travel are anticipated as a result of the proposed plan change, and the area has several linkages which will facilitate use of these modes of transport.
- 9.4. The current safety record in the area of the site is good, and there is no evidence to suggest there are any deficiencies on the roading network. Further, the proposed new internal infrastructure and accesses onto South Belt will be designed to meet current standards. Accordingly, it is not considered that the presence of development-related traffic will result in any road safety matters arising, or exacerbate an existing issue.
- 9.5. The proposed plan change is in accordance with the transportation aspects of relevant overarching strategic planning documents and is also likely to comply with various transportation-related rules of the District Plan, other than in regard to Rule 30.6.1.21 (separation of intersections and vehicle crossings) and Rule 30.6.1.26 (intersection separation). Having evaluated the likely outcomes of these probable non-compliances, it is considered that the plan change area could be exempted from these rules without efficiency or safety issues arising and that appropriate rules to achieve this should be proposed as part of the plan change request.
- 9.6. Overall, and subject to the preceding comments, the plan change request can be supported from a traffic and transportation perspective and it is considered that there are no traffic and transportation reasons why the plan change could not be recommended for approval.

Carriageway Consulting Limited  
September 2014



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1 December 2014

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Eliot Sinclair and Partners Limited

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Dear Trudi

### **Proposed Private Plan Change, 104 Townsend Road / 141 South Belt, Rangiora**

Further to our recent discussions and e-mails, we have reviewed the transportation matters raised in the Council's Request for Further Information dated 21 November 2014, and our response is set out below. In preparing this response, we have also spoken with Ken Stevenson (Council's Roding Manager) and Matt Bacon (author of the RFI).

#### ***Item 2.2: Author of the Carriageway Consulting Report***

We confirm that the report was written by Andy Carr, a traffic engineer with more than 25 years' experience. Further details can be provided regarding Andy's experience if required, but he is well known to the Council having been asked to provide independent peer reviews for proposed private plan changes 18, 20 and 22 to the Waimakariri District Plan, as well as having prepared and presented transportation analyses for proposed plan changes 11, 12, 17 and 23.

#### ***Item 2.5: Use of Cul-de-sac as Parking Location***

We understand that this matter has been raised to ensure that firstly, consideration has been given to the potential for the easternmost cul-de-sac to be used by those visiting Southbrook Park and the dog exercise area, and secondly, that any adverse effects of this are properly identified and addressed.

Having evaluated the issue, we do not consider that in practice demand for parking in the cul-de-sac will be especially high. This is because those that are travelling to the area by car are still, in our view, most likely to park their vehicle on South Belt where there is ample parking available rather than travel past their destination, and drive into the residential subdivision to park. In part this is due to the inconvenience of the longer route, but also because the majority of visitors are likely to simply be unaware of the road layout within the subdivision.

This will be slightly different for residents of the subdivision however, and thus we concur that some use of the cul-de-sac is likely for access to Southbrook Park and the dog exercise area. That said, the numbers of people doing this can be expected to be small as the population of the subdivision will be limited, and many of these residents will walk (rather than drive) as distances are low.

Finally, we note that under the District Plan (Table 30.1), every residential cul-de-sac must have a parking lane to comply with the relevant roading standards. Consequently, regardless of the demand for parking, there will be provision made for vehicles to park on the road without obstructing other vehicles.



We have discussed our views with Ken Stevenson, Council's Roding Manager, who agrees that it is unlikely that there will be a substantial demand for car parking on the cul-de-sac.

I trust that this adequately addresses the two relevant matters raised, but, please do not hesitate to contact me if you require any further information or clarification of any matters.

Kind regards

**Carriageway Consulting Limited**

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## Appendix G: Infrastructure Servicing Report