

Attachment 2: Assessment of Canterbury Regional Policy Statement Objectives and Policies

25 Ashley Gorge Road: LLRZ

Objective/ Policy	Assessment
<p>5.2 OBJECTIVES</p> <p>5.2.1 Location, design and function of development (Entire Region)</p> <p><i>Development is located and designed so that it functions in a way that:</i></p> <ol style="list-style-type: none"> 1. <i>achieves consolidated, well designed and sustainable growth in and around existing urban areas as the primary focus for accommodating the region's growth; and</i> 2. <i>enables people and communities, including future generations, to provide for their social, economic and cultural well-being and health and safety; and which:</i> <ol style="list-style-type: none"> a. <i>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;</i> b. <i>provides sufficient housing choice to meet the region's housing needs;</i> c. <i>encourages sustainable economic development by enabling business activities in appropriate locations;</i> d. <i>minimises energy use and/or improves energy efficiency;</i> e. <i>enables rural activities that support the rural environment including primary production;</i> f. <i>is compatible with, and will result in the continued safe, efficient and effective use of regionally significant infrastructure;</i> g. <i>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;</i> h. <i>facilitates the establishment of papakāinga and marae; and</i> i. <i>avoids conflicts between incompatible activities.</i> 	<p>The Site adjoins Oxford township in a location that achieves a consolidated urban form to the township as signalled in the Rural Residential Strategy (RRDS).</p> <p>The submitter sees little long term benefits in continuing to farm the Site. It is not a viable farming enterprise in its current form. By supporting the Waimakariri District Council's strategic intentions in the DDS and RRDS for meeting an identified need for large lot residential use of the Site, it will enable people and communities to provide for their well-being by supporting the business and services in the Oxford area, facilitating walking and cycling to key facilities, enables some rural production on the lots, can be serviced by the Council restricted water supply, and as a low intensity use will avoid adverse effects on the natural and physical resources of the Site.</p>

<p>5.2.2 Integration of land-use and regionally significant infrastructure (Wider Region) <i>In relation to the integration of land use and regionally significant infrastructure:</i></p> <ol style="list-style-type: none"> 1. <i>To recognise the benefits of enabling people and communities to provide for their social, economic and cultural well-being and health and safety and to provide for infrastructure that is regionally significant to the extent that it promotes sustainable management in accordance with the RMA.</i> 2. <i>To achieve patterns and sequencing of land-use with regionally significant infrastructure in the wider region so that:</i> <ol style="list-style-type: none"> a. <i>development does not result in adverse effects on the operation, use and development of regionally significant (sic)</i> b. <i>adverse effects resulting from the development or operation of regionally significant infrastructure are avoided, remedied or mitigated as fully as practicable.</i> c. <i>there is increased sustainability, efficiency and liveability.</i> 	<p>The RPS defines Regionally Significant Infrastructure as including relevantly for this site, <i>Community potable water systems.</i></p> <p>The Council will need to confirm that there is capacity in the Oxford urban water supply to service the development, or whether a restricted type of rural water supply is required.</p> <p>There will be no adverse effects on regional infrastructure from development in to large lot residential use.</p>
<p>5.2.3 Transport network (Wider Region) <i>A safe, efficient and effective transport system to meet local regional, inter-regional and national needs for transport, which:</i></p> <ol style="list-style-type: none"> 1. <i>supports a consolidated and sustainable urban form;</i> 2. <i>avoids, remedies or mitigates the adverse effects of transport use and its provision;</i> 3. <i>provides an acceptable level of accessibility; and</i> 4. <i>is consistent with the regional roading hierarchy identified in the Regional Land Transport Strategy.</i> 	<p>The ODP controls access on to the Ashley Gorge Road in recognition of it being presently a posted 100kph speed environment.</p> <p>Subdivision traffic will be directed to proposed intersections or to properly designed and engineered road connection points. Overall the ODP limits the number of private accesses on to the Bay and Ashley Gorge Roads.</p> <p>The Site's proximity to Oxford provides for an acceptable level of accessibility for most transport modes, including active transport.</p>
<p>5.3 POLICIES 5.3.1 Regional growth (Wider Region) <i>To provide, as the primary focus for meeting the wider region's growth needs, sustainable development patterns that:</i></p> <ol style="list-style-type: none"> 1. <i>ensure that any</i> <ol style="list-style-type: none"> a. <i>urban growth; and</i> b. <i>limited rural residential development</i> <p><i>occur in a form that concentrates, or is attached to, existing urban areas and promotes a coordinated pattern of development;</i></p> 2. <i>N/A urban areas</i> 	<p>The Site was foreshadowed for some residential use in the RRDS as a way of compensating for a degree of residential intensification of existing LLRZ land.</p> <p>The location of the Site will ensure Oxford grows in a concentrated form as it is contiguous with the existing township. The CRPS explains that LLRZ provides an edge to urban areas and provides a sympathetic transition between the urban area and the rural hinterland, or marks an appropriate limit to the extension of full urban development (Policy 5.3.1 Explanation)</p>

<p>3. <i>N/A urban forms</i> 4. <i>N/A urban areas and</i> 5. <i>N/A urban design</i></p>	<p>Development will be coordinated through the ODP.</p> <p>The CRPS states that that consolidation within, or attached to, existing urban areas presents the most appropriate means to provide for the integrated management of all of the region’s resources. The proposal is consistent with the CRPS that holds that well-planned LLRZ will minimise adverse effects on rural character and resources, the road network and not foreclose development options in the vicinity of urban areas. (Policy 5.3.1 Explanation)</p>
<p>5.3.2 Development conditions (Wider Region) <i>To enable development including regionally significant infrastructure which:</i></p> <ol style="list-style-type: none"> 1. <i>ensure that adverse effects are avoided, remedied or mitigated, including where these would compromise or foreclose :</i> <ol style="list-style-type: none"> a. <i>existing or consented regionally significant infrastructure;</i> b. <i>options for accommodating the consolidated growth and development of existing urban areas;</i> c. <i>the productivity of the region’s soil resources, without regard to the need to make appropriate use of soil which is valued for existing or foreseeable future primary production, or through further fragmentation of rural land;</i> d. <i>the protection of sources of water for community supplies;</i> e. <i>significant natural and physical resources;</i> 2. <i>avoid or mitigate:</i> <ol style="list-style-type: none"> a. <i>natural and other hazards, or land uses that would likely result in increases in the frequency and/or severity of hazards;</i> b. <i>reverse sensitivity effects and conflicts between incompatible activities, including identified mineral extraction areas; and</i> 3. <i>integrate with:</i> <ol style="list-style-type: none"> a. <i>the efficient and effective provision, maintenance or upgrade of infrastructure; and</i> b. <i>transport networks, connections and modes so as to provide for the sustainable and efficient movement of people, goods and services, and a logical, permeable and safe transport system.</i> 	<p>The proposal enables a form and low density of development that by itself will:</p> <ol style="list-style-type: none"> a) <i>avoid adverse effects on regionally significant infrastructure,</i> b) <i>help focus a consolidated form of growth to Oxford,</i> c) <i>benefit from the quality of soils on the Site in establishing a higher level of amenity and quality of environment</i> <p>The known flooding and geotechnical natural hazards on the Site have been assessed in expert reports. Those reports identify appropriate mitigations and measures to manage the risks from those hazards such as by specifying minimum floor levels for dwellings. The reports do not identify significant risks and conclude that fundamentally the Site is suitable for its re-zoned purpose.</p> <p>The Site has, through its surrounding roads, a good level of separation to adjoining rural and residential activities and these, acting as buffers, will ensure there are no reverse sensitivity effects.</p> <p>The Site can be connected to Council services infrastructure, and the ODP will control connections to the existing road network. The Site is well connected for all modes to Oxford town amenities and facilities.</p>
<p>5.3.3 Management of development (Wider Region) <i>To ensure that substantial developments are designed and built to be of a high-quality, and are robust and resilient:</i></p>	<p>The proposal will provide choice within the local housing market, and enable a housing typology that the Bayley’s report confirms is in very short supply in Oxford as well as the District generally.</p>

<ol style="list-style-type: none"> 1. <i>through promoting, where appropriate, a diversity of residential, employment and recreational choices, for individuals and communities associated with the substantial development; and</i> 2. <i>where amenity values, the quality of the environment, and the character of an area are maintained, or appropriately enhanced.</i> 	<p>Large lot residential developments typically have high amenity values on maturity of plantings, and this will complement the specific character of Oxford.</p>
<p>5.3.5 Servicing development for potable water, and sewage and stormwater disposal (Wider Region) <i>Within the wider region, ensure development is appropriately and efficiently served for the collection, treatment, disposal or re-use of sewage and stormwater, and the provision of potable water, by:</i></p> <ol style="list-style-type: none"> 1. <i>avoiding development which will not be served in a timely manner to avoid or mitigate adverse effects on the environment and human health; and</i> 2. <i>requiring these services to be designed, built, managed or upgraded to maximise their on-going effectiveness.</i> 	<p>The District Council will need to confirm that the existing wastewater network and treatment plant facility have capacity to cater for the additional wastewater flow that will be generated by a future residential subdivision, and this will have a bearing on the design of the internal sewer network or any potential upgrade requirements to the downstream (external) WDC network.</p> <p>The Council will also need to confirm whether the existing potable water supply infrastructure has sufficient capacity to supply the residential subdivision or whether a restricted supply is required. It is not considered that potential capacity issues prohibit development of the site, rather will determine the type of internal infrastructure required and any possible upgrade measures to the Council network.</p>
<p>5.3.6 Sewerage, stormwater and potable water infrastructure (Wider Region) <i>Within the wider region:</i></p> <ol style="list-style-type: none"> 1. <i>Avoid development which constrains the on-going ability of the existing sewerage, stormwater and potable water supply infrastructure to be developed and used.</i> 2. <i>Enable sewerage, stormwater and potable water infrastructure to be developed and used, provided that, as a result of its location and design:</i> <ol style="list-style-type: none"> a. <i>the adverse effects on significant natural and physical resources are avoided, or where this is not practicable, mitigated; and</i> b. <i>other adverse effects on the environment are appropriately controlled.</i> 3. <i>Discourage sewerage, stormwater and potable water supply infrastructure which will promote development in locations which do not meet Policy 5.3.1.</i> 	<p>As a large lot development stormwater can be satisfactorily managed by on-site disposal and discharge to the existing drainage network without off-site adverse effects.</p> <p>The Oxford water supply may have capacity to service the development.</p> <p>The Site is located adjoining an established township and so is well-positioned for hooking in to, or contributing consumers to, Council 3 waters services.</p>

<p>5.3.8 Land use and transport integration (Wider Region) <i>Integrate land use and transport planning in a way:</i></p> <ol style="list-style-type: none"> 1. <i>that promotes:</i> <ol style="list-style-type: none"> a. <i>the use of transport modes which have low adverse effects;</i> b. <i>the safe, efficient and effective use of transport infrastructure, and reduces where appropriate the demand for transport;</i> 2. <i>that avoids or mitigates conflicts with incompatible activities; and</i> 3. <i>where the adverse effects from the development, operation and expansion of the transport system:</i> <ol style="list-style-type: none"> a. <i>on significant natural and physical resources and cultural values are avoided, or where this is not practicable, remedied or mitigated; and</i> b. <i>are otherwise appropriately controlled.</i> 	<p>Care has been taken in developing the roading network to complement the specific roading layout that presently exists. It also provides for supporting walking and cycling options within the road corridors.</p> <p>An expert report on traffic issues has supported the proposed re-zone and concludes that there will be no significant adverse traffic effects.</p>
<p>5.3.9 Regionally significant infrastructure (Wider Region) <i>In relation to regionally significant infrastructure (including transport hubs):</i></p> <ol style="list-style-type: none"> 1. <i>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;</i> 2. <i>provide for the continuation of existing infrastructure, including its maintenance and operation, without prejudice to any future decision that may be required for the ongoing operation or expansion of that infrastructure; and</i> 3. <i>provide for the expansion of existing infrastructure and development of new infrastructure, while:</i> <ol style="list-style-type: none"> a. <i>recognising the logistical, technical or operational constraints of this infrastructure and any need to locate activities where a natural or physical resource base exists;</i> b. <i>avoiding any adverse effects on significant natural and physical resources and cultural values and where this is not practicable, remedying or mitigating them, and appropriately controlling other adverse effects on the environment; and</i> c. <i>N/A sensitive environments</i> 	<p>The Services Report assesses the present public infrastructure capacity and recommends a pathway for servicing of the proposed development.</p>
<p>5.3.12 Rural production (Wider Region) <i>Maintain and enhance natural and physical resources contributing to Canterbury's overall rural productive economy in areas which are valued for</i></p>	<p>The Site is been intensively used for farming. It is run as a low input/ low yield grazing and pasture harvesting enterprise.</p>

<p><i>existing or foreseeable future primary production, by:</i></p> <ol style="list-style-type: none"> 1. <i>avoiding development, and/or fragmentation which;</i> <ol style="list-style-type: none"> a. <i>forecloses the ability to make appropriate use of that land for primary production; and/or</i> b. <i>results in reverse sensitivity effects that limit or precludes primary production.</i> 2. <i>N/A tourism, employment and recreational development in rural areas, and;</i> 3. <i>N/A rural land use intensification</i> 	<p>The Site is limited in its productive potential and will remain so, given the costs of increasing production for a small block, and the constraints relating to location surrounding by urban residential and rural lifestyle uses; relatively small site; and wet onsite conditions especially in winter.</p> <p>No reverse sensitivity issues are likely to arise.</p>
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