

Appendix 5: Assessment of Canterbury Regional Policy Statement Objectives and Policies: Spark Sumission Submission

Note: Chapters not relevant

Chapter 7 - Fresh Water

Chapter 8 - The Coastal Environment

Chapter 10 - Beds of Rivers and Lakes and their Riparian Zones

Chapter 13 - Historic Heritage

Chapter 14 - Air Quality Chapter 16 - Energy

Chapter 18 - Hazardous Substances

Chapter 19 - Waste Minimisation and Management

Objective/Policy	Assessment
<p>CHAPTER 5- LAND-USE AND INFRASTRUCTURE</p> <p>5.2 OBJECTIVES</p> <p>5.2.1 Location, design and function of development (Entire Region)</p> <p>Development is located and designed so that it functions in a way that:</p> <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> 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; 	<p>The Site is within the south eastern quadrant of Rangiora. It is an infill zoning with existing residential zoning on two sides and a road designation on the third. The proposed rezoning will help achieve consolidated, and sustainable growth of the existing Rangiora township. It is a logical in-fill of a well-established township.</p> <p>This proposed rezoning and associated provisions including Development Plan will continue the urban consolidation approach under 1.</p> <p>The proposal will help enable the Greater Christchurch community to provide for their social, economic and cultural wellbeing through provision of additional housing as part of an established town. The development will serve a current demand and need, i.e. a short to medium term need that, once established, will form part of the housing stock and supply for the benefit of future generations.</p> <p>With respect to clause 2:</p> <ol style="list-style-type: none"> 1. Areas of ecological significance have been identified and set aside for protection and enhancement. There are no areas within the land to be rezoned which have s significant regional infrastructure. 2. The area being rezoned has as its primary purpose the provision of housing choice for

<p>e. enables rural activities that support the rural environment including primary production;</p> <p>f. is compatible with, and will result in the continued safe, efficient and effective use of regionally significant infrastructure;</p> <p>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;</p> <p>h. facilitates the establishment of papakāinga and marae; and</p> <p>i. avoids conflicts between incompatible activities</p>	<p>people and communities. It also includes in the southern portion of the development area, a potential future industrial area</p> <ol style="list-style-type: none"> 3. The rezoned land is conveniently located to the centre of Rangiora and local facilities and amenities. 4. The land being rezoned is currently used for farming purposes. 5. There is no prospect of conflicts between incompatible uses other than the Rangiora Wastewater Treatment Plan and reverse sensitivity effects here can be mitigated by appropriate no build setbacks for sensitive activities as proposed.
<p>5.3.7 Strategic land transport network and arterial roads (Entire Region)</p> <p>In relation to strategic land transport network and arterial roads, the avoidance of development which:</p> <ol style="list-style-type: none"> 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 	<p>The traffic evidence establishes that the strategic road network will not be adversely affected.</p>
<p>RECOVERY AND REBUILDING OF GREATER CHRISTCHURCH</p> <p>6.2 OBJECTIVES</p> <p>6.2.1 Recovery framework</p> <p><i>Recovery, rebuilding and development are enabled within Greater Christchurch through a land use and infrastructure framework that:</i></p> <ol style="list-style-type: none"> 1. <i>identifies priority areas for urban development within Greater Christchurch;</i> 2. <i>identifies Key Activity Centres which provide a focus for high quality, and, where appropriate, mixed-use</i> 	<p>This Objective is largely given effect to by Map A of Chapter 6 RPS and Policy 6.3.1.</p> <p>However this Objective is focussed on setting up a recovery framework after the Christchurch earthquakes based on the anticipated demand primarily created by the recovery and rebuilding process immediately following the Canterbury earthquakes. That process is largely complete, and the planning issue now is on creating the opportunity to reconsider future needs associated with natural growth in the population and their housing needs. Blocks B and C (south of Boys Road) are not identified as Future Development Areas on Map A so this component of the rezoning is not consistent with 3. However, the evidence establishes that it gives effect to the National Policy</p>

<p><i>development that incorporates the principles of good urban design;</i></p> <ol style="list-style-type: none"> 3. <i>avoids urban development outside of existing urban areas or greenfield priority areas for development, unless expressly provided for in the CRPS;</i> 4. <i>protects outstanding natural features and landscapes including those within the Port Hills from inappropriate subdivision, use and development;</i> 5. <i>protects and enhances indigenous biodiversity and public space;</i> 6. <i>maintains or improves the quantity and quality of water in groundwater aquifers and surface waterbodies, and quality of ambient air;</i> 7. <i>maintains the character and amenity of rural areas and settlements;</i> 8. <i>protects people from unacceptable risk from natural hazards and the effects of sea-level rise;</i> 9. <i>integrates strategic and other infrastructure and services with land use development;</i> 10. <i>achieves development that does not adversely affect the efficient operation, use, development, appropriate upgrade, and future planning of strategic infrastructure and freight hubs;</i> 11. <i>optimises use of existing infrastructure; and</i> 12. <i>N/A</i> 	<p>Statement -Urban Development, the higher order planning document.</p> <p>The environmental effects assessment in the submission and evidence establishes that the proposed development is consistent with and will not give rise to any concerns with respect to all the matters listed in 4-11.</p>
<p>6.2.2 Urban form and settlement pattern</p> <p><i>The urban form and settlement pattern in Greater Christchurch is managed to provide sufficient 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:</i></p> <ol style="list-style-type: none"> 1. <i>aiming to achieve the following targets for intensification as a proportion of overall growth through the period of recovery:</i> 	<p>The Site forms a logical infill of the existing Rangiora township and will provide a compact and consolidated urban form for the town.</p> <p>Part of the Site is in a Future Development Area.</p> <p>The rezoning is consistent with the Policy intent of the NPS-UD Policies 1, 2 and 6 where Councils are expected to be responsive to plan change requests that would contribute to well-functioning urban environments and provide at least sufficient development capacity to meet demand for short, medium and long term housing and business needs,</p>

<ul style="list-style-type: none"> a. <i>35% averaged over the period between 2013 and 2016</i> b. <i>45% averaged over the period between 2016 to 2021</i> c. <i>55% averaged over the period between 2022 and 2028;</i> <ul style="list-style-type: none"> 2. <i>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;</i> 3. <i>reinforcing the role of the Christchurch central business district within the Greater Christchurch area as identified in the Christchurch Central Recovery Plan;</i> 4. <i>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;</i> 5. <i>encouraging sustainable and self-sufficient growth of the towns of Rangiora, Kaiapoi, Woodend, Rangiora, Rolleston and Prebbleton and consolidation of the existing settlement of West Melton;</i> 6. <i>N/A Rural Residential</i> 7. <i>N/A Māori Reserves</i> 	<p>It will facilitate self sufficient and sustainable growth of Rangiora township.</p> <p>The services assessment confirms that infrastructure can be supplied to service the proposal at urban residential standards.</p>
<p>6.2.3 Sustainability</p> <p><i>Recovery and rebuilding are undertaken in Greater Christchurch that:</i></p> <ul style="list-style-type: none"> 1. <i>provides for quality living environments incorporating good urban design;</i> 2. <i>retains identified areas of special amenity and historic heritage value;</i> 	<p>The proposal will be underpinned by good urban design, reflected in and managed by an Outline Development Plan, to create quality living environments with a mix of densities that will be functionally efficient with linkage and road access in to the existing urban fabric of Rangiora.</p>

<ol style="list-style-type: none"> 3. <i>retains values of importance to Tāngata Whenua;</i> 4. <i>provides a range of densities and uses; and</i> 5. <i>is healthy, environmentally sustainable, functionally efficient, and prosperous.</i> 	
<p>6.2.4 Integration of transport infrastructure and land use</p> <p><i>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:</i></p> <ol style="list-style-type: none"> 1. <i>managing network congestion;</i> 2. <i>reducing dependency on private motor vehicles;</i> 3. <i>reducing emission of contaminants to air and energy use;</i> 4. <i>promoting the use of active and public transport modes;</i> 5. <i>optimising use of existing capacity within the network; and</i> 6. <i>enhancing transport safety.</i> 	<p>The Integrated Transport Assessment concludes that, from a transport perspective there is no reason that the proposed development cannot be integrated into the transport network in a safe, efficient, and appropriate manner which provides for the travel needs of the future residents.</p>
<p>6.3 POLICIES</p> <p>6.3.1 Development within the Greater Christchurch area</p> <p><i>In relation to recovery and rebuilding for Greater Christchurch:</i></p> <ol style="list-style-type: none"> 1. <i>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;</i> 2. <i>give effect to the urban form identified in Map A (page 6-27) by identifying the location and extent of the indicated Key Activity Centres;</i> 	<p>Map A was prepared to provide a focus for priority development as part of the earthquake recovery phase. That is now past.</p> <p>Decisions on new zones for houses are required now and should not be fettered by a planning control that has served its purpose but is not addressing the urban growth needs of Greater Christchurch for the period 2024-2034 (the statutory life of the District Plan). Whilst the RPS greenfield priority areas are for the period up to 2028, and the housing targets for the period 2018-2048, they are clearly inadequate to meet housing demand at Rangiora.</p> <p>The Site is not in a random, remote greenfields location that would challenge the integrity and consistency of the present RPS policy of favouring outward growth around existing urban areas where</p>

<ol style="list-style-type: none"> 3. <i>enable development of existing urban areas and greenfield priority areas, including intensification in appropriate locations, where it supports the recovery of Greater Christchurch;</i> 4. <i>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;</i> 5. <i>N/A educational facilities in rural areas</i> 6. <i>N/A metropolitan recreation facility and</i> 7. <i>avoid development that adversely affects the function and viability of, or public investment in, the Central City and Key Activity Centres.</i> 	<p>that growth contributes to compact and consolidated urban forms, and where appropriate connectivity to existing areas can be developed. The northern part of the rezoning area (Area A) is identified as a Future Development Area on Map A.</p> <p>The proposal can be seen as implementing Policies 1, 2, 6 and 8 of the NPS-UD and help respond to meeting housing demand at Rangiora, and to supply ample capacity to ensure a competitive housing and land market, with positive flow on effects for section and house prices.</p>
<p>6.3.2 Development form and urban design</p> <p><i>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:</i></p> <ol style="list-style-type: none"> 1. <i>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 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.</i> 2. <i>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</i> 	<p>The outline development plan and narrative is based on principles of good urban design and will ensure that the Site to be rezoned will achieve a high level of amenity and efficiency for residents and for the neighbourhood</p>

<p><i>overlaid to provide an appropriate form and pattern of use and development.</i></p> <ol style="list-style-type: none"> 3. <i>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</i> 4. <i>Safety – recognition and incorporation of Crime Prevention Through Environmental Design (CPTED) principles in the layout and design of developments, networks and spaces to ensure safe, comfortable and attractive places.</i> 5. <i>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.</i> 6. <i>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.</i> 7. <i>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.</i> 	
<p>6.3.3 Development in accordance with Outline Development Plans</p> <p><i>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: (list of specific matters)</i></p>	<p>The development will be managed through a Outline Development Plan that is commensurate with the size of the Site.</p> <p>Part of the proposal (Block B/C) is for urban development outside the Greenfield Priority Area (GPA) and Future Development Areas (FDAs) and is not a Rural Residential Zone.</p>

<p>6.3.4 Transport effectiveness</p> <p><i>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:</i></p> <ol style="list-style-type: none"> 1. <i>avoiding development that will overload strategic freight routes;</i> 2. <i>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;</i> 3. <i>providing opportunities for travel demand management;</i> 4. <i>requiring integrated transport assessment for substantial developments; and</i> 5. <i>improving road user safety.</i> 	<p>The ODP will ensure that the site development can be appropriately accommodated within the existing arterial and local roading network.</p>
<p>6.3.5 Integration of land use and infrastructure</p> <p><i>Recovery of Greater Christchurch is to be assisted by the integration of land use development with infrastructure by:</i></p> <ol style="list-style-type: none"> 1. <i>Identifying priority areas for development to enable reliable forward planning for infrastructure development and delivery;</i> 2. <i>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:</i> <ol style="list-style-type: none"> a. <i>optimise the efficient and affordable provision of both the development and the infrastructure;</i> b. <i>maintain or enhance the operational effectiveness, viability and safety of existing and planned infrastructure;</i> 	<p>The NPS-UD now enables additional areas outside the Map A priority and future development areas for development to be identified for growth, subject to such areas supporting well-functioning urban environments and contributing significant development capacity.</p> <p>The servicing of the proposed development area has been addressed in a Servicing Report.</p>

<ul style="list-style-type: none"> c. <i>protect investment in existing and planned infrastructure; and</i> d. <i>ensure new development does not occur until provision for appropriate infrastructure is in place;</i> <ol style="list-style-type: none"> 3. <i>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;</i> 4. <i>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 (page 6-28); and</i> 5. <i>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.</i> 	
<p>6.3.7 Residential location, yield and intensification</p> <ol style="list-style-type: none"> 1. <i>In relation to residential development opportunities in Greater Christchurch:</i> 2. <i>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.</i> 3. <i>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</i> 	<p>See assessment for Policy 6.3.1.</p> <p>Greenfield areas identified on Map A were developed on the primary basis of anticipated demand created by the recovery and rebuilding process following the Canterbury earthquakes. While these were stated to apply through to 2028, recent analysis of population growth and take-up of land for new housing has shown that the growth requirements were underestimated, and land availability overestimated.</p>

<p><i>transport routes, mixed-use areas, and on suitable brownfield land.</i></p> <ol style="list-style-type: none"> 4. <i>Intensification developments and developments 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):</i> 5. <i>10 household units per hectare in greenfield areas in Rangiora and Waimakariri District;</i> 6. <i>15 household units per hectare in greenfield areas in Christchurch City;</i> 7. <i>Intensification development within Christchurch City to achieve an average of:</i> 8. <i>50 household units per hectare for intensification development within the Central City;</i> 9. <i>30 household units per hectare for intensification development elsewhere.</i> 10. <i>Provision will be made in district plans for comprehensive development across multiple or amalgamated sites.</i> 11. <i>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.</i> 	<p>A net density of a minimum of 15hh/ha has been provided for but constraints in Block B are likely to lead to lower densities.</p>
<p>CHAPTER 9- ECOSYSTEMS AND INDIGENOUS BIODIVERSITY</p> <p>9.2 Objectives</p> <p>9.2.1 Halting the decline of Canterbury's ecosystems and indigenous biodiversity</p> <p>The decline in the quality and quantity of Canterbury's ecosystems and indigenous biodiversity is halted and their life supporting capacity and mauri safeguarded</p>	<p>There are areas important to indigenous biodiversity on the Site proposed to be rezoned. These are recognised on the ODP and accompanying narrative and are required to be incorporated into the overall design of the development.</p>

<p>CHAPTER 11- NATURAL HAZARDS</p> <p>1.2 Objectives</p> <p>11.2.1 Avoid new subdivision, use and development of land that increases risks associated with natural hazards</p> <p>New subdivision, use and development of land which increases the risk of natural hazards to people, property and infrastructure is avoided or, where avoidance is not possible, mitigation measures minimise such risks.</p>	<p>Parts of the Site is within the Proposed Waimakariri District Plan (PWDP) Flood Management Area. All dwellings will have an appropriate floor level above the 200-year Average Return Interval (ARI) design flood level, as required by the PWDP rules.</p> <p>A geotech report confirms that the Site is suitable for residential development.</p>
<p>CHAPTER 12- LANDSCAPE</p> <p>2.2 OBJECTIVES</p> <p>12.2.1 Identification and protection of outstanding natural features and landscapes</p> <p>Outstanding natural features and landscapes within the Canterbury region are identified and their values are specifically recognised and protected from inappropriate subdivision, use, and development.</p> <p>12.2.2 Identification and management of other landscapes</p> <p>The identification and management of other important landscapes that are not outstanding natural landscapes. Other important landscapes may include:</p> <ol style="list-style-type: none"> 1. natural character 2. amenity 3. historic and cultural heritage 	<p>There are no outstanding natural landscapes or features or other amenity landscapes that could be impacted by development of the Site.</p>
<p>CHAPTER 15-</p> <p>SOILS 15.2</p> <p>OBJECTIVES 15.2.1 Maintenance of soil quality Maintenance and improvement of the quality of Canterbury’s soil to safeguard their mauri, their life supporting capacity, their health and their productive capacity.</p> <p>15.3 POLICIES</p> <p>15.3.1 Avoid remedy or mitigate soil degradation</p> <p>In relation to soil:</p> <ol style="list-style-type: none"> 1. to ensure that land-uses and land management practices avoid significant long-term adverse effects on soil quality, and to 	<p>This objective and its policies relate to the quality of soil and potential impacts on this quality by land management practices associated with activities such as intensive farming.</p> <p>Assessments have been undertaken in terms of the NPS-HPL and that document has been given effect to.</p>

<p>remedy or mitigate significant soil degradation where it has occurred, or is occurring; and</p> <p>2. to promote land-use practices that maintain and improve soil quality.</p> <p>15.3.2 Avoid and remedy significant induced soil erosion</p> <p>To avoid significant new induced soil erosion resulting from the use of land and as far as practicable remedy or mitigate significant induced soil erosion where it has occurred. Particular focus is to be given to the desirability of maintaining vegetative cover on non-arable land.</p>	
<p>CHAPTER 17- CONTAMINATED LAND</p> <p>17.2 OBJECTIVES</p> <p>17.2.1 Protection from adverse effects of contaminated land</p> <p>Protection of people and the environment from both on-site and off-site adverse effects of contaminated land.</p> <p>7.3 POLICIES</p> <p>17.3.1 Identify potentially contaminated land</p> <p>To seek to identify all land in the region that was historically, or is presently, being used for an activity that has, or could have, resulted in the contamination of that land, and where appropriate, verify the existence and nature of contamination.</p> <p>17.3.2 Development of, or discharge from contaminated land</p> <p>In relation to actually or potentially contaminated land, where new subdivision, use or development is proposed on that land, or where there is a discharge of the contaminant from that land:</p> <p>1. a site investigation is to be undertaken to determine the nature and extent of any contamination; and</p> <p>2. if it is found that the land is contaminated, except as provided for in Policy 17.3.3, the actual or potential adverse effects of that contamination, or discharges from the contaminated land shall be avoided, remedied</p>	<p>A Preliminary Site Investigation has been supplied and does not identify any contamination impediments to residential development of the Site.</p>

or mitigated in a manner that does not lead to further significant adverse effects.	
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