

Christchurch District Plan

The objectives and policies in the Christchurch District Plan have been considered for the assessment of this rezoning submission.

Relevant Objectives and Policies

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3.3.1 Objective – Enabling recovery and facilitating the future enhancement of the district.

This application is consistent with this objective because the proposed rezoning and subsequent residential development will enable longer term housing for the local area as well as Christchurch. It has been integrated into the existing environment in a way through the proposed ODP where it keeps within the existing qualities and values in the surrounding area.

- a. The expedited recovery and future enhancement of Christchurch as a dynamic, prosperous and internationally competitive city, in a manner that:
 - I. Meets the community's immediate and longer term needs for housing, economic development, community facilities, infrastructure, transport, and social and cultural wellbeing; and
 - II. Fosters investment certainty; and
 - III. Sustains the important qualities and values of the natural environment.

3.3.3 Objective - Ngāi Tahu mana whenua

This private plan change aligns with the Christchurch District Plan's objective by ensuring meaningful engagement with Ngāi Tahu mana whenua through consultation with Mahaanui Kurataiao Ltd (MKT). Through this process, Ngāi Tahu mana whenua's role in decision-making and urban development is acknowledged and supported.

- a. A strong and enduring relationship between the Council and Ngāi Tahu mana whenua in the recovery and future development of Ōtautahi (Christchurch City) and the greater Christchurch district, so that:
 - I. Ngāi Tahu mana whenua are able to actively participate in decision-making; and
 - II. Ngāi Tahu mana whenua's aspirations to actively participate in the revitalisation of Ōtautahi are recognised; and
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- III. Ngāi Tahu mana whenua's culture and identity are incorporated into, and reflected in, the recovery and development of Ōtautahi; and
- IV. Ngāi Tahu mana whenua's historic and contemporary connections, and cultural and spiritual values, associated with the land, water and other taonga of the district are recognised and provided for; and
- V. Ngāi Tahu mana whenua can retain, and where appropriate enhance, access to sites of cultural significance.
- VI. Ngāi Tahu mana whenua are able to exercise kaitiakitanga.

3.3.4 Objective – Housing bottom lines and choice

- a. For the period 2021-2051, at least sufficient development capacity for housing is enabled for the Ōtautahi Christchurch urban environment in accordance with the following housing bottom lines:
 - I. short-medium term: 18,300 dwellings between 2021 and 2031, and
 - II. long term: 23,000 dwellings between 2031 and 2051; and
 - III. 30 year total: 41,300 dwellings between 2021 and 2051; and
- b. There is a range of housing opportunities available to meet the diverse and changing population and housing needs of Christchurch residents, including:
 - I. a choice in housing types, densities and locations; and
 - II. affordable, community and social housing and papakāinga.

The proposed rezoning is consistent with this objective because the proposed rezoning has development capacity where it can contribute towards the requirement for long term housing options for the Christchurch urban environment. As shown in the proposed ODP there are options for varying densities and housing options that can suit a range of community needs.

3.3.5 Objective - Business and economic prosperity

- a. The critical importance of business and economic prosperity to Christchurch's recovery and to community wellbeing and resilience is

This private plan change supports Christchurch's economic prosperity by enabling residential development that will generate employment, support local businesses, and contribute to a well-functioning urban environment. The increase in housing supply will drive demand for services, create

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recognised and a range of opportunities provided for business activities to establish and prosper.

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construction-related jobs, and enhance the viability of nearby commercial centres, aligning with the objective of fostering economic resilience and long-term growth in the city.

3.3.6 Objective – Natural hazards

- a. New subdivision, use and development (other than new critical infrastructure or strategic infrastructure to which paragraph b. applies):
 - I. is to be avoided in areas where the risks from natural hazards to people, property and infrastructure are assessed as being unacceptable; and
 - II. in all other areas, is undertaken in a manner that ensures the risks of natural hazards to people, property and infrastructure are appropriately mitigated.
- b. New critical infrastructure or strategic infrastructure may be located in areas where the risks of natural hazards to people, property and infrastructure are otherwise assessed as being unacceptable, but only where:
 - I. there is no reasonable alternative; and
 - II. the strategic infrastructure or critical infrastructure has been designed to maintain, as far as practicable, its integrity and form during natural hazard events; and
 - III. the natural hazard risks to people, property and infrastructure are appropriately mitigated.
- c. There is increased public awareness of the range and scale of natural hazard events that can affect Christchurch District.
- d. The repair of earthquake damaged land is facilitated as part of the recovery.

The proposed rezoning is consistent with this objective because the proposed rezoning is on a site located within natural hazard overlays, but the development has been designed where the risks to people, housing and infrastructure has been mitigated. This is shown in the geotechnical and flood assessments.

3.3.7 Objective – Urban growth, form and design

The proposed rezoning is consistent with this objective because the proposed rezoning and development is well designed through the

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- a. A well-integrated pattern of development and infrastructure, a consolidated urban form, and a high quality urban environment that:
 - I. Is attractive to residents, business and visitors; and
 - II. Has its areas of special character and amenity value identified and their specifically recognised values appropriately managed; and
 - III. Provides for urban activities only:
 - A. within the existing urban areas unless they are otherwise expressly provided for in the CRPS; and
 - B. on greenfield land on the periphery of Christchurch's urban area identified in accordance with the Greenfield Priority Areas in the Canterbury Regional Policy Statement Chapter 6, Map A; and
 - IV. Increases the housing development opportunities in the urban area to meet the intensification targets specified in the Canterbury Regional Policy Statement, Chapter 6, Objective 6.2.2 (1); particularly:
 - A. in and around the Central City, Key Activity Centres (as identified in the Canterbury Regional Policy Statement), larger neighbourhood centres, and nodes of core public transport routes; and
 - B. in those parts of Residential Greenfield Priority Areas identified in Canterbury Regional Policy Statement Chapter 6, Map A; and
 - C. in suitable brownfield areas; and
 - V. Maintains and enhances the Central City, Key Activity Centres and Neighbourhood Centres as community focal points; and
 - VI. Identifies opportunities for, and supports, the redevelopment of brownfield sites for residential, business or mixed use activities; and
 - VII. Promotes the re-use and re-development of buildings and land; and
 - VIII. Improves overall accessibility and connectivity for people, transport (including opportunities for walking, cycling and public transport) and services; and

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establishing of the proposed ODP. It will provide for only urban activities even though it is not an established urban area identified in Map A. It has also recognised the existing amenity value of the area and through the ODP has proposed options for cycle links, recreational areas, stormwater management areas and conservation use. It is also providing the option for housing intensification to help with the increasing demand of housing supply. It will provide housing options for communities that need more direct access to Christchurch City compared to having to find housing supply further out towards the Selwyn and Waimakariri districts.

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- IX. Promotes the safe, efficient and effective provision and use of infrastructure, including the optimisation of the use of existing infrastructure; and
 - X. Co-ordinates the nature, timing and sequencing of new development with the funding, implementation and operation of necessary transport and other infrastructure.
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3.3.9 Objective - Natural and cultural environment

- a. A natural and cultural environment where:
 - I. People have access to a high quality network of public open space and recreation opportunities, including areas of natural character and natural landscape; and
 - II. Important natural resources are identified and their specifically recognised values are appropriately managed, including:
 - A. outstanding natural features and landscapes, including the Waimakariri River, Lake Ellesmere/Te Waihora, and parts of the Port Hills/Nga Kohatu Whakarakaraka o Tamatea Pokai Whenua and Banks Peninsula/Te Pātaka o Rakaihautu; and
 - B. the natural character of the coastal environment, wetlands , lakes and rivers, springs /puna, lagoons/hapua and their margins; and
 - C. indigenous ecosystems, particularly those supporting significant indigenous vegetation and significant habitats supporting indigenous fauna , and/or supporting Ngāi Tahu mana whenua cultural and spiritual values; and
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This private plan change supports a high-quality natural and cultural environment by integrating open space, stormwater management areas, and green corridors within the amended Outline Development Plan (ODP). The proposal incorporates stormwater design that protects water quality and supports the overall ecological function of the area. The development framework ensures a well-connected urban environment while appropriately managing natural and cultural resources in line with this objective.

- D. the mauri and life-supporting capacity of ecosystems and resources; and
- III. Objects, structures, places, water/wai, landscapes and areas that are historically important, or of cultural or spiritual importance to Ngāi Tahu mana whenua, are identified and appropriately managed.

3.3.12 Objective - Infrastructure

- a. The social, economic, environmental and cultural benefits of infrastructure, including strategic infrastructure, are recognised and provided for, and its safe, efficient and effective development, upgrade, maintenance and operation is enabled; and
- b. Strategic infrastructure, including its role and function, is protected from incompatible development and activities by avoiding adverse effects from them, including reverse sensitivity effects. This includes:
 - I. avoiding noise sensitive activities within the Lyttelton Port Influences Overlay area; and
 - II. managing activities to avoid adverse effects on the National Grid, including by identifying a buffer corridor within which buildings, excavations sensitive activities will generally not be provided for; and
 - III. avoiding new noise sensitive activities within the 50dB Ldn Air Noise Contour and the 50dB Ldn Engine Testing Contour for Christchurch International Airport, except:
 - A. within an existing residentially zoned urban area; or
 - B. within a Residential Greenfield Priority Area identified in the Canterbury Regional Policy Statement Chapter 6, Map A; or

The proposed rezoning is consistent with this objective because the proposed rezoning and development through its design and proposed ODP have taken into consideration infrastructure design and how best to provide to the proposed residential areas within the development.

- C. for permitted activities within the Specific Purpose (Golf Resort) Zone of the District Plan, or activities authorised by a resource consent granted on or before 6 December 2013; and
- D. for permitted, controlled, restricted discretionary and discretionary activities within the Specific Purpose (Tertiary Education) Zone at the University of Canterbury; and
 - IV. Managing the risk of birdstrike to aircraft using Christchurch International Airport; and
 - V. Managing activities to avoid adverse effects on the identified 66kV and 33kV electricity distribution lines and the Heathcote to Lyttleton 11kV electricity distribution line, including by identifying a buffer corridor within which buildings, excavations and sensitive activities will generally not be provided for; and
 - VI. The adverse effects of infrastructure on the surrounding environment are managed, having regard to the economic benefits and technical and operational needs of infrastructure.
- c. The adverse effects of infrastructure on the surrounding environment are managed, having regard to the economic benefits and technical and operational needs of infrastructure.

3.3.13 Objective - Emergency services and public safety

3.3.14

- a. Recovery of, and provision for, comprehensive emergency services throughout the city, including for their necessary access to properties and the water required for firefighting

This private plan change supports the provision of emergency services by ensuring that the amended Outline Development Plan (ODP) includes a well-connected transport network with appropriate road widths for emergency vehicle access. The development will be serviced by the city's reticulated water supply, ensuring adequate water availability for firefighting. Compliance with relevant fire safety standards and infrastructure requirements will further support emergency response capabilities in the area.

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5.2.2.1.1 Policy - Avoid new development where there is unacceptable risk

- a. Avoid new subdivision, use and development, including new urban zonings, where the risk from a natural hazard is assessed as being unacceptable.

This private plan change aligns with the policy by ensuring that natural hazard risks have been thoroughly assessed. The site is subject to identified natural hazard overlays, including flood and liquefaction management areas; however, technical assessments confirm that these risks can be appropriately managed through engineering solutions and mitigation measures. The amended Outline Development Plan (ODP) incorporates stormwater management and site design measures to reduce potential hazards, ensuring that the proposed rezoning does not expose future development to an unacceptable level of risk.

5.2.2.1.2 Policy - Manage activities to address natural hazard risks

- a. Manage activities in all areas subject to natural hazards in a manner that is commensurate with the likelihood and consequences of a natural hazard event on life and property.

This private plan change aligns with the policy by ensuring that natural hazard risks are appropriately managed in proportion to their likelihood and potential impact. Technical assessments have identified flood and liquefaction risks within the site, and the amended Outline Development Plan (ODP) incorporates mitigation measures such as stormwater management and engineering solutions to reduce these risks. Future development will be subject to detailed design and subdivision processes to ensure that natural hazard risks to life and property are minimised in accordance with best practice and regulatory requirements.

5.2.2.1.3 Policy - Infrastructure

- a. Avoid locating new critical infrastructure where it is at risk of being significantly affected by a natural hazard unless, considering functional and operational requirements, there is no reasonable alternative location or method.
- b. Enable critical infrastructure to be designed, maintained and managed to function to the extent practicable during and after natural hazard events.

This private plan change aligns with the policy by ensuring that infrastructure within the site is designed and managed to minimise risk from natural hazards. While the site is subject to flood and liquefaction overlays, technical assessments confirm that appropriate engineering solutions can mitigate these risks. The amended Outline Development Plan (ODP) ensures that infrastructure, including roads, water supply, wastewater, and stormwater systems, is planned to remain functional during and after natural hazard events. Additionally, the proposal recognises the importance of maintaining and upgrading infrastructure to support long-term resilience and serviceability in the area.

- c. Recognise the benefits of infrastructure and the need for its repair, maintenance and ongoing use in areas affected by natural hazards

5.2.2.1.4 Policy - No transferring of natural hazard risk

- a. Ensure that subdivision, use and development (including proposals for hazard mitigation works or hazard removal) do not transfer or create unacceptable natural hazard risk to other people, property, infrastructure or the natural environment.

This private plan change aligns with the policy by ensuring that the proposed rezoning and development do not transfer or create unacceptable natural hazard risks to surrounding properties, infrastructure, or the environment. Technical assessments have confirmed that any flood and liquefaction risks can be managed through appropriate mitigation measures, such as stormwater management and site-specific engineering solutions. The amended Outline Development Plan (ODP) has been designed to ensure that stormwater and land modifications do not exacerbate hazard risks for adjacent areas, maintaining overall safety and resilience within the wider environment.

5.2.2.1.5 Policy - Natural features providing hazard resilience

- a. Protect natural features which assist in avoiding or reducing the risk of natural hazards, such as natural ponding areas, coastal dunes, wetlands, water body margins and riparian vegetation from inappropriate subdivision, use and development and where appropriate restore, maintain or enhance the functioning of these features

This private plan change aligns with the policy by ensuring that natural features contributing to hazard resilience are considered and integrated into the development framework. The amended Outline Development Plan (ODP) includes designated stormwater management areas that will function as natural ponding areas to mitigate flood risk. These areas will be designed to manage water flow without increasing risk to surrounding properties. The proposal ensures that existing natural drainage patterns are maintained or that any modifications enhance the site's ability to manage stormwater effectively.

5.2.2.1.6 Policy - Awareness of natural hazards

- a. Ensure people are informed about the natural hazards relating to their properties and surrounding area, including through provision of relevant

This private plan change aligns with the policy by ensuring that natural hazard risks associated with the site are clearly identified and addressed. Technical assessments have been undertaken to assess flooding risk. This information will be available through the planning process. The development will be required to incorporate appropriate engineering and

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information on Land Information Memoranda and hazard mapping on the Council's website.

- b. Encourage property owners to incorporate measures into buildings including earthquake damaged buildings beyond existing use rights or minimum building standards to avoid or mitigate natural hazards affecting their property

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building measures to mitigate natural hazard risks, ensuring future property owners are aware of and protected against potential hazards.

5.2.2.2.1 Policy - Flooding

- a. Map hazard risk for the Flood Management Area based on:
 - I. a modelled 0.5% AEP (1 in 200-year) rainfall event plus a 5% AEP (1 in 20-year) tide event plus 250mm freeboard; OR a modelled 5% AEP (1 in 20-year flood event) plus a 0.5% AEP (1 in 200-year) tide event plus 250mm freeboard; OR 2.5m above NZVD2016 (the maximum 200-year tidal contour) plus 250mm freeboard; whichever is the greater; and
 - II. allowance for 1 metre of sea level rise and an increase in rainfall intensity by 16% through to 2115 as a result of climate change; and
 - III. a maximum buffer extension of the modelled rainfall event areas by 60 metres in a north/south and east/west direction.
- b. In the High Flood Hazard Management Area:
 - I. provide for development of a residential unit on residentially zoned land where the flooding risk is predominantly

This private plan change aligns with the policy by ensuring that flood risks are carefully assessed and managed through appropriate mitigation measures. The site is located within identified flood management areas, and technical assessments have confirmed that flood hazards can be mitigated through stormwater management and site-specific engineering solutions. The amended Outline Development Plan (ODP) incorporates stormwater detention areas to maintain the site's natural flood storage capacity and avoid transferring flood risks to surrounding properties. Any necessary earthworks or filling will be designed to comply with flood management requirements and will not compromise the function of natural floodplains. Future development will also adhere to minimum floor level requirements to reduce potential flood damage and ensure long-term resilience.

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- influenced by sea-level rise and where appropriate mitigation can be provided that protects people's safety, well-being and property from unacceptable risk; and
 - II. within the Specific Purpose (Ōtākaro Avon River Corridor) Zone, provide for structures in accordance with Policy 13.14.2.1.8.
 - III. in all other cases, avoid subdivision, use or development where it will increase the potential risk to people's safety, well-being and property.
- c. Avoid activities locating where they could undermine the integrity of the Waimakariri River primary stopbank system, and restrict activities locating where they could undermine the integrity of the Waimakariri River secondary stopbank system.
 - d. Maintain the flood storage capacity and function of natural floodplains, wetlands and ponding areas, including the Hendersons Basin, Cashmere Stream Floodplain, Hoon Hay Valley, Cashmere-Worsleys Ponding Area, Cranford Basin and Lower Styx Ponding Area¹.
 - e. Except for filling required to meet minimum floor levels, ensure that filling in urban areas at risk of flooding in a major flood event does not transfer flooding risk to other people, property, infrastructure or the natural environment.
 - f. Reduce potential flood damage by ensuring floor levels for new buildings or additions to buildings, except those unlikely to suffer material damage, are above flooding predicted to occur in a major flood event, including an allowance for appropriate freeboard.
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¹ This policy does not foreclose compensatory storage being provided for where filling is required.

5.2.2.3.1 Policy - Management of liquefaction risk

- a. Map the Liquefaction Management Area based on a district-wide assessment of where damaging liquefaction is more likely to occur.
- b. Provide for rezoning, subdivision, use and development on flat land where liquefaction risk has been appropriately identified and assessed, and can be adequately remedied or mitigated.

This private plan change aligns with the policy by ensuring that liquefaction risk has been appropriately identified and assessed. The site is located within the Liquefaction Management Area, and geotechnical assessments have confirmed that any risks can be effectively mitigated through engineering and foundation design solutions. Future subdivision and development will be required to implement appropriate mitigation measures to ensure ground stability, in accordance with relevant building and subdivision standards.

7.2.1 Objective – Integrated transport system for Christchurch District

- a. An integrated transport system for Christchurch District:
 - I. that is safe and efficient for all transport modes;
 - II. that is responsive to the current recovery needs, future needs, and enables economic development, in particular an accessible Central City able to accommodate projected population growth;
 - III. that supports safe, healthy and liveable communities by maximising integration with land use;
 - IV. that reduces dependency on private motor vehicles and promotes the use of public and active transport;
 - V. that is managed using the one network approach.

The proposed rezoning is consistent with this objective because the proposed rezoning and development is able to provide infrastructure and a transport system which is sufficient to provide for the proposed residential development and zoning. This includes proposed locations of local roads, access points, cycle links, pedestrian routes as well as recreational routes. This can be seen in the proposed ODP.

7.2.1.2 Policy - High trip generating activities

This private plan change aligns with the policy by locating the proposed residential development in an urban area, generating vehicle trips within established thresholds, and enhancing access to public transport, cycling,

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- a. Manage the adverse effects of high trip generating activities, except for permitted activities within the Central City, on the transport system by assessing their location and design with regard to the extent that they:
- I. are permitted¹ by the zone in which they are located;
 - II. are located in urban areas and generate additional vehicle trips beyond what is already established or consented, unless the already established or consented vehicle trips are specifically included in rule thresholds;
 - III. are accessible by a range of transport modes and encourage public and active transport use;
 - IV. do not compromise the safe, efficient and effective use of the transport system;
 - V. provide patterns of development that optimise use of the existing transport system;
 - VI. maximise positive transport effects;
 - VII. avoid significant adverse transport effects of activities where they are not permitted by the zone in which they are located;
 - VIII. mitigate other adverse transport effects, such as effects on communities, and the amenity values of the surrounding environment, including through travel demand management measures;
 - IX. provide for the transport needs of people whose mobility is restricted; and

and walking options. The development integrates with the existing transport network and future infrastructure improvements, optimising the use of the current system. It mitigates potential impacts on local amenity and provides for mobility-impaired residents, ensuring the development supports safe, efficient transport in line with the policy's objectives.

- X. integrate and coordinate with the transport system, including proposed transport infrastructure and service improvements.

¹ Refers to the activity being listed as a permitted activity in the activity status table for the zone in which it is located.

7.2.1.3 Policy – Vehicle access and manoeuvring

- a. Provide vehicle access and manoeuvring, including for emergency service vehicles, compatible with the road classification, which ensures safety, and the efficiency of the transport system.

The proposed rezoning is consistent with this policy because the proposed rezoning and development is proposed and able to provide vehicle access through local roads that would allow access for emergency services to ensure the safety of the community. Each individual lot and access would also meet this requirement.

7.2.1.6 Policy - Promote public transport and active transport

- a. Promote public and active transport by:
 - I. ensuring new, and upgrades to existing, road corridors provide sufficient space and facilities to promote safe walking, cycling and public transport, in accordance with the road classification where they contribute to the delivery of an integrated transport system;
 - II. ensuring activities provide an adequate amount of safe, secure, and convenient cycle parking and, outside the Central City, associated end of trip facilities;

This private plan change aligns with the policy by providing for integrated transport options through the amended Outline Development Plan (ODP). It promotes walking, cycling, and public transport by incorporating safe pedestrian and cycle linkages, as well as convenient access to public transport routes. The ODP ensures that new and upgraded road corridors support active transport, with adequate space for cycling and walking, and facilities such as cycle parking. Additionally, the proposal mitigates the need for private vehicle use, contributing to a more sustainable and connected transport network for the site and surrounding areas.

- III. encouraging the use of travel demand management options that help facilitate the use of public transport, cycling, walking and options to minimise the need to travel; and
- IV. requiring new District Centres to provide opportunities for a public transport interchange.
- V. encouraging the formation of new Central City lanes and upgrading of existing lanes in the Central City, where appropriate, to provide for walking and cycling linkages and public spaces.
- VI. developing a core pedestrian area within the Central City which is compact, convenient and safe, with a wider comprehensive network of pedestrians and cycle linkages that are appropriately sized, direct, legible, prioritized, safe, have high amenity, ensure access for the mobility impaired and are free from encroachment.

7.2.1.8 Policy - Effects from transport infrastructure

- a. Avoid or mitigate adverse effects and promote positive effects from new transport infrastructure and changes to existing transport infrastructure on the environment, including:
 - I. air and water quality;
 - II. connectivity of communities;
 - III. noise, vibration and glare;
 - IV. amenity and effects on the built environment;
 - V. well-being and safety of users.

This private plan change aligns with the policy by ensuring that the proposed transport infrastructure improvements mitigate potential adverse effects on the environment. Connectivity between communities is enhanced by well-integrated transport corridors that improve access without compromising the surrounding amenity. The design prioritizes the well-being and safety of users, ensuring that the transport system supports a high-quality built environment while mitigating any potential negative effects.

8.2.2 Objective - Design and amenity and the Meadowlands Exemplar Overlay

- a. An integrated pattern of development and urban form through subdivision and comprehensive development that:
 - I.provides allotments for the anticipated or existing land uses for the zone;
 - II.consolidates development for urban activities;
 - III.improves people's connectivity and accessibility to employment, transport, services and community facilities;
 - IV.improves energy efficiency and provides for renewable energy and use; and
 - V.enables the recovery of the district.
- b. A comprehensively planned development in the Meadowlands Exemplar Overlay in the Residential New Neighbourhood (North Halswell) Zone that is environmentally and socially sustainable over the long term.

This private plan change aligns with the objective by proposing a development pattern that consolidates urban activities within the Residential New Neighbourhood (RNN) zone. The amended Outline Development Plan (ODP) ensures that allotments are appropriately sized for anticipated land uses and provides improved connectivity to employment, transport, services, and community facilities. Ultimately, the proposal supports the long-term environmental and social sustainability of the district, facilitating its recovery and growth.

8.2.2.2 Policy – Design and amenity/ Tohungatanga

Ensure that subdivision;

1. incorporates the distinctive characteristics of the place's context and setting;
2. promotes the health and wellbeing of residents and communities; and
3. provides an opportunity to recognise Ngāi Tahu culture, history and identity associated with specific places, and affirms connections between mana whenua and place, particularly with sites of Ngāi Tahu cultural significance identified in Appendix 9.5.6.

The proposed rezoning is consistent with this policy because the proposed rezoning and development has taken into consideration the existing environment and current rural zoning of the site and area to the west through its design and proposed ODP. It has kept the proposed residential areas to the east of the development where it borders existing and established residential activities. Along the west of the development stormwater management, recreational activities and conservation use are proposed in order to keep a natural barrier between the rural and residential.

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8.2.2.3 Policy - Allotments

- a. Ensure that the layouts, sizes and dimensions of allotments created by subdivision are appropriate for the anticipated or existing land uses.
- b. In residential subdivisions (outside the Central City), provide for a variety of allotment sizes to cater for different housing types and affordability.

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This private plan change aligns with the policy by ensuring that the subdivision layout and allotment sizes are appropriate for the intended residential land uses within the Residential New Neighbourhood (RNN) zone. The amended Outline Development Plan (ODP) intends a development with a variety of allotment sizes, which will cater to different housing types and affordability. This approach supports a diverse range of housing options, promoting both the efficient use of land and accessibility to a broader segment of the population.

8.2.2.4 Policy – Identity

- a. Create or extend neighbourhoods which respond to their context and have a distinct identity and sense of place, by ensuring that subdivision, where relevant:
 - I. incorporates and responds to existing site features (including trees, natural drainage systems, buildings), cultural elements and values and amenity values (including by taking advantage of views and outlooks);
 - II. incorporates public spaces that provide opportunities for formal and informal social interaction;
 - III. has a pattern of development that responds to the existing urban context;
 - IV. is designed with a focus on the use of open space, commercial centres, community facilities, and the use of views;
 - V. outside the Central City, in addition to iv., is designed with a focus on density, roads, land form, stormwater facilities and, in the Residential New Neighbourhood Zone, development requirements in an outline development plan, as key structuring elements; and
 - VI. incorporates and responds to Rangatiratanga – the expression of te reo kawa, tikanga, history, identity and the cultural symbols of Ngāi Tahu.

The proposed rezoning is consistent with this policy because the proposed rezoning and development has taken into consideration the existing environment and current rural zoning of the site and area to the west through its design and proposed ODP. Through its design it has responded to the existing urban context and come up with a development and ODP which fits the environment.

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8.2.2.5 Policy - Sustainable design

- a. Enable resource efficiency, use of renewable energy, and community safety and development, by:
 - I. ensuring that the blocks and allotments maximise solar gain, including through orientation and dimension;
 - II. providing a development pattern that supports walking, cycling and public transport; and
 - III. ensuring visibility and interaction between private and public spaces, and providing well-lit public spaces.

This private plan change aligns with the policy by incorporating sustainable design principles into the subdivision and development layout. The amended Outline Development Plan (ODP) supports walking, cycling, and public transport options, enhancing connectivity and reducing reliance on private vehicles. Additionally, the design prioritizes visibility and interaction between private and public spaces, with well-lit public areas to ensure community safety and encourage social engagement.

8.2.2.6 Policy – Integration and connectivity

- a. Ensure effective integration within and between developments and existing areas, including in relation to public open space networks, infrastructure, and movement networks.
- b. Ensure that the boundaries between new and existing developments are, where appropriate, managed to avoid or mitigate adverse effects.
- c. Outside the Central City, avoid significant adverse effects and remedy or mitigate other adverse effects on existing businesses, rural activities or infrastructure.

The proposed rezoning is consistent with this policy because the proposed rezoning and development has kept the proposed residential areas to the east of the development where it borders existing and established residential activities. Along the west of the development stormwater management, recreational activities and conservation use are proposed in order to keep a natural barrier between the rural and residential.

8.2.2.7 Policy - Open space

- a. Ensure, where appropriate, the provision and development of public open space networks which:

This private plan change aligns with the policy by ensuring the provision of accessible, safe, and diverse public open spaces that support community health and well-being. The amended Outline Development Plan (ODP) provides for open spaces within 400m of new residential allotments, supporting active recreation and connecting to the wider green space network, community facilities, and transport corridors. It recognizes and

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- I. are accessible and safe and provide for various forms of recreation, including active recreation, for the health and wellbeing of communities;
- II. outside the Central City, are within 400m of new residential allotments in greenfield and brownfield areas;
- III. recognise the landscape and natural features in the wider area and link or connect to other green or open space, community facilities, commercial centres, areas of higher density residential development, landforms and roads;
- IV. recognise and protect values associated with significant natural features and significant landscapes, and protect or enhance ecological function and biodiversity;
- V. reinforce and uphold the Garden City landscape character of urban Christchurch City and the heritage landscapes and plantings of Banks Peninsula townships and settlements;
- VI. provide access to heritage places and natural and cultural landscapes including the coastline, lakes and waterways and wetlands; and
- VII. strengthen the relationship that Ngāi Tahu and the community have with the land and water, including by protecting or enhancing natural features, customary access, mahinga kai and sites of Ngāi Tahu cultural significance identified in Schedule 9.5.6.1, and by recognising other sites of Ngāi Tahu cultural significance identified in Appendix 9.5.6 where practicable.

integrates the area's natural features, enhancing ecological function and biodiversity.

Relevant Objectives and Policies

8.2.2.8 Policy - Urban density

- a. Subdivision in the Residential Medium Density Zone must enable development which achieves a net density of at least 30 households per hectare.
- b. In the Residential New Neighbourhood Zone residential development areas:
 - I. a minimum net density of 15 households per hectare shall be achieved when averaged across the whole of the residential development area within the relevant outline development plan , except:
 - A. in the Residential New Neighbourhood (Prestons) Zone a minimum net density between 13 and 15 households per hectare shall be achieved; and
 - B. in areas shown on an o utline development plan as being subject to development constraints;
 - II. any subdivision , use and development which results in a residential net density lower than the required density shall demonstrate, through the use of legal mechanisms as appropriate, that the residential net density required across residential development areas of the outline development plan can still be achieved; and
 - III. except as provided for in (ii) above, where an application is made for subdivision that would not achieve the required residential density, Council will regard all owners of greenfield (undeveloped) land within the outline development plan area as affected parties.

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This private plan change aligns with the policy by ensuring the development meets the required residential density, as specified in the amended Outline Development Plan (ODP). The design promotes higher-density housing in areas with access to public transport, and open spaces, facilitating well-connected, walkable communities. The development encourages residential intensification in a manner that supports accessibility to key services and infrastructure, helping to create a sustainable and integrated urban environment.

- c. In the Residential New Neighbourhood Zone, encourage higher density housing to be located to support, and have ready access to, commercial centres, community facilities, public transport and open space, and to support well-connected walkable communities.
- d. Subdivision in the Residential Central City Zone must enable development which achieves a net density of at least 50 households per hectare

8.2.2.9 Policy – Outline development plans

- a. An outline development plan (as relevant) must demonstrate that:
 - I. land uses will be distributed in a way that is consistent with Policy 8.2.2.8;
 - II. land for community uses will be provided in locations convenient to the community and of an adequate size to serve the intended population;
 - III. adequate infrastructure capacity will be available to service the intended population and/or business activities;
 - IV. infrastructure and transport connections will be integrated effectively with networks in neighbouring areas, and with strategic infrastructure;
 - V. infrastructure and transport connections through the outline development plan area will support co-ordinated development between different landowners;
 - VI. natural hazards will be managed in an integrated way across the area; and
 - VII. significant natural and cultural heritage features, sites of Ngāi Tahu cultural significance identified in Schedule 9.5.6.1, and the quality of surface water and groundwater, will be protected; and where required to give effect to the Canterbury Regional Policy Statement Policy 6.3.3, include the necessary information set out in that policy.
- b. Information in outline development plans:

The proposed rezoning is consistent with this policy because the proposed rezoning and development through the proposed ODP as it provides for land that will be used for residential activity that is located in an area that is convenient to Christchurch City compared to areas such as in the Selwyn and Waimakariri district. Sufficient infrastructure capacity is available for the anticipated level of residential development which includes sewer, stormwater and water access. Transport networks as in local roads are provided for which connects to the existing transport routes which links to the existing suburbs as well as the city. Natural hazards are also managed in the proposed ODP through stormwater management areas and utility reserves. Required information when presenting the proposed ODP is supplied through the ODP which is part of the submission.

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- I. should be presented in the form of one or two plans that show a distribution of land uses, infrastructure and transport networks and connections, areas set aside from development and other land use features; and
 - II. may include an accompanying narrative that:
 - A. is concise and addresses matters in Policy 8.2.2.9(a) and any matters required to give effect to the Canterbury Regional Policy Statement Policy 6.3.3 that cannot be shown on the plans;
 - B. describes the context and provides guidance on the outcomes sought;
 - C. specifies development requirements that must be achieved to be considered as being in accordance with the outline development plan; and
 - D. states any staging requirements that give consideration to the provision, funding, implementation and operation of new and upgraded infrastructure and will guide infrastructure planning processes of the Council and other network providers.
 - c. Subdivision, use and development shall be in accordance with the development requirements in the relevant outline development plan, or otherwise achieve similar or better outcomes.
 - d. Any quarrying or other interim activity shall not compromise the timely implementation of, or outcomes sought by, the outline development plan
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8.2.3 Objective – Infrastructure and transport

- a. Subdivision design and development promotes efficient provision and use of infrastructure and transport networks.
 - b. A legible, well connected, highly walkable, and comprehensive movement network for all transport modes is provided.
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The proposed rezoning is consistent with this objective because the proposed rezoning and development promotes use of existing infrastructure as well as existing transport which links to Christchurch City. Pedestrian and cycle ways are proposed and outlined within the ODP.

- c. Outside the Central City, land is set aside for services which can also be used for other activities, such as pedestrian or cycle ways.

8.2.3.1 Policy - Identification of infrastructure constraints

- a. Areas subject to infrastructure capacity constraints will be identified by the Council to assist public understanding and decision-making regarding network capacity available to service subdivision and subsequent land use.

This private plan change aligns with the policy by addressing any potential infrastructure capacity constraints as part of the development process. The proposal includes assessments of the infrastructure capacity available to support the subdivision, ensuring that any identified constraints are appropriately managed.

8.2.3.2 Policy - Availability, provision and design of, and connections to, infrastructure

- a. Manage the subdivision of land to ensure development resulting from the creation of additional allotments:
 - I. does not occur in areas where infrastructure is not performing, serviceable or functional; and
 - II. will be appropriately connected to and adequately serviced by infrastructure, including through any required upgrade to existing infrastructure.
- b. Ensure that new network infrastructure provided in relation to, or as part of, subdivision development is constructed, designed and located so that it is resilient to disruption from significant seismic or other natural events including by ensuring that, as far as practicable, damage from such events is minimised.
- c. Ensure that, as part of subdivision, there is adequate provision, with sufficient capacity, to service the scale and nature of anticipated land uses resulting from the subdivision, for:

This private plan change aligns with the policy by ensuring that the subdivision is designed and located in an area with functional infrastructure that can support the development. The proposal includes provisions for adequate connections to essential services such as wastewater disposal, water supply, telecommunications, and electric power, with necessary upgrades to existing infrastructure where required.

- I. wastewater disposal, including lawful trade waste disposal for anticipated industrial development, consistent with maintaining public health and minimising adverse effects on the environment;
 - II. water supply, including water of a potable standard for human consumption, and water for fire fighting purposes;
 - III. telecommunication services including connection to a telecommunication system, with new lines being generally underground in new urban areas; and
 - IV. electric power supply, with new lines being generally underground in new urban areas - including, if necessary, ensuring the provision of new or additional or the upgrading of existing infrastructure in a manner that is appropriate for the amenities of the area.
- d. Where wastewater disposal is to a reticulated system, ensure all new allotments are provided with a means of connection to the system.
 - e. Where a reticulated wastewater system is not available, ensure appropriate onsite or standalone communal treatment systems are installed.
 - f. Promote use of appropriate on-site measures to manage the effects of trade wastes and reduce peak flows and loading on wastewater systems.

8.2.3.3 Policy - Transport and access

- a. Ensure the provision and development of comprehensive movement networks for all transport modes that:

This private plan change aligns with the policy by ensuring the provision of a well-connected transport network in the area covered by the amended Outline Development Plan (ODP). The network supports walking, cycling, and vehicles.

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- I. are legible, well connected, highly walkable, safe and efficient; and:
 - II. enable access by people of all ages and physical abilities to public open space facilities, public transport, suburban centres, and community facilities and to move between neighbourhoods and the wider urban area.
- b. Ensure movement networks enable:
- I. vehicle parking, which in the Central City should be in accordance with the road classification;
 - II. access to properties, including for fire appliances;
 - III. street landscaping, including street trees;
 - IV. safety and visibility;
 - V. ease of navigation;
 - VI. surface water management, in relation to movement networks; and
 - VII. utility services.
- c. Ensure that, where road or property access to an existing road is created, the existing road is of an appropriate standard.

8.2.3.4 Policy – Stormwater disposal

a. District wide:

- I. Avoid any increase in sediment and contaminants entering water bodies as a result of stormwater disposal.
 - II. Ensure that stormwater is disposed of in a manner which maintains or enhances the quality of surface water and groundwater.
-

The proposed rezoning is consistent with this policy because the proposed rezoning and development as shown in the proposed ODP has provided an area which will be used for stormwater management.

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- III. Ensure that any necessary stormwater control and disposal systems and the upgrading of existing infrastructure are sufficient for the amount and rate of anticipated runoff.
 - IV. Ensure that stormwater is disposed of in a manner which is consistent with maintaining public health.
 - b. Outside the Central City:**
 - I. Encourage stormwater treatment and disposal through low-impact or water-sensitive designs that imitate natural processes to manage and mitigate the adverse effects of stormwater discharges.
 - II. Ensure stormwater is disposed of in stormwater management areas so as to avoid inundation within the subdivision or on adjoining land.
 - III. Where feasible, utilise stormwater management areas for multiple uses and ensure they have a high quality interface with residential activities or commercial activities.
 - IV. Incorporate and plant indigenous vegetation that is appropriate to the specific site.
 - V. Ensure that realignment of any watercourse occurs in a manner that improves stormwater drainage and enhances ecological, mahinga kai and landscape values.
 - VI. Ensure that stormwater management measures do not increase the potential for birdstrike to aircraft in proximity to the airport.
 - VII. Encourage on-site rain-water collection for non-potable use.
 - VIII. Ensure there is sufficient capacity to meet the required level of service in the infrastructure design standard or if sufficient capacity is not available, ensure that the effects of development are mitigated on-site.
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8.2.3.5 Policy – Adverse effects on infrastructure

- a. Ensure that the requirements of infrastructure, including their ongoing operation, development and maintenance, are recognised in

The proposed rezoning is consistent with this policy because the proposed rezoning and development has considered the effects and design of the infrastructure required and is outlined within the proposed ODP.

subdivision design, including any potential for adverse effects (including reverse sensitivity effects) from subdivision.

- b. Ensure that the operation, development and maintenance of the Lyttelton Port is not compromised by subdivision, including in relation to reverse sensitivity effects.

8.2.4 Objective – Earthworks

- c. Earthworks facilitate subdivision, use and development, the provision of utilities, hazard mitigation and the recovery of the district.

The proposed rezoning is consistent with this objective because the earthworks will be addressed and monitored through the subdivision process and of the development of the site once the submission is granted.

8.2.4.4 Policy – Amenity

- d. Ensure, once completed, earthworks do not result in any significant shading, visual impact, loss of privacy or other significant detractor from the amenity values enjoyed by those living or working in the locality.

The proposed rezoning is consistent with this policy because the earthworks will be addressed and monitored through the subdivision process and of the development of the site once the submission is granted.

8.2.5 Objective – Earthworks health and safety

- e. People and property are protected during, and subsequent to, earthworks.

The proposed rezoning is consistent with this objective because the earthworks will be addressed and monitored through the subdivision process and of the development of the site once the submission is granted.

14.2.1 Objective – Housing Supply

An increased supply of housing that will:

1. enable a wide range of housing types, sizes, and densities, in a manner consistent with Objectives 3.3.4(a) and 3.3.7;
2. meet the diverse needs of the community in the immediate recovery period and longer term, including social housing options; and
3. assist in improving housing affordability.

The proposed rezoning is consistent with this objective because the proposal and development will be able to provide a range of housing types as well as densities over the area that is designated for residential activity. The proposed ODP shows this. It is also the hope that this development will help the housing affordability issues that all of New Zealand are experiencing.

14.2.1.1 Policy – Housing distribution and density

The proposed rezoning while it is not located within a greenfield area identified in Map A it does provide housing opportunities which are

Relevant Objectives and Policies

Provide for the following distribution of different areas for residential development, in accordance with the residential zones identified and characterised in Table 14.2.1.1a, in a manner that ensures:

1. new urban residential activities only occur in existing urban areas or in greenfield priority areas identified in Map A of the Canterbury Regional Policy Statement;
2. high density residential development in the Central City, that achieves an average net density of at least 50 households per hectare for intensification development;
3. medium density residential development in and near identified commercial centres in existing urban areas where there is ready access to a wide range of facilities, services, public transport, parks and open spaces, that achieves an average net density of at least 30 households per hectare for intensification development;
4. a mix of low and medium residential density development in greenfield neighbourhoods, that achieves a net density (averaged over the Outline development plan) of at least 15 households per hectare;
5. greenfield land that is available for further residential development up to 2028;
6. low density residential environments in other existing suburban residential areas and in the residential areas of Banks Peninsula, and in small settlements are maintained, but limited opportunities are provided for smaller residential units that are compatible with the low density and township suburban environment; and
7. within Banks Peninsula, limited low density residential development adjacent to existing residential townships and small settlements, that complements the surrounding environment, is able to be efficiently serviced by public infrastructure and in some limited circumstances

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located adjacent to the Hoon Hay and Westmorland suburbs which are ideally located to ensure a easy transit into Christchurch City. It also provides more housing which is closer to the city compared to further developments being made in the Selwyn and Waimakariri districts which are forcing people to move further out of the city in order to access housing supply.

private infrastructure; and is in locations not subject to significant risks to life safety and property damage from natural hazards.

14.2.1.9 Policy – Monitoring

Evaluate the effectiveness of the District Plan's residential provisions by monitoring the supply of additional housing through residential intensification, greenfield and brownfield development (including housing types, sizes and densities), and its contribution to:

1. meeting regional growth targets for greater Christchurch in the Greater Christchurch Settlement Plan Update and the Canterbury Regional Policy Statement;
2. achieving a minimum of 55,950 additional dwellings by 2048 (Objective 3.3.4(a));
3. meeting the diverse and changing population and housing needs for Christchurch residents, in the immediate recovery period and longer term;
4. improving housing affordability; and
5. meeting the housing intensification targets specified in Objective 3.3.7(a)(iv).

Undertake the monitoring and evaluation at such intervals as to inform any other monitoring requirements of other statutory instruments, and make the results publicly available.

Have regard to the information from this monitoring when determining priority areas for residential intensification and provision for new and upgraded infrastructure.

The proposed rezoning is consistent with this policy because the proposal and development is able to help meet the regional growth targets as well as contributing towards additional housing supply. It will also provide living options for a wide diverse and changing population and is hoped to help improve housing affordability.

14.2.4 Objective – High quality residential environments

The proposed rezoning is consistent with this objective because the proposal and development through the design process and proposed

Relevant Objectives and Policies

High quality, sustainable, residential neighbourhoods which are well designed, have a high level of amenity, enhance local character and reflect the Ngāi Tahu heritage of Ōtautahi.

14.2.4.1 Policy – Neighbourhood character, amenity and safety

Facilitate the contribution of individual developments to high quality residential environments in all residential areas (as characterised in Table 14.2.1.1a), through design:

1. reflecting the context, character, and scale of building anticipated in the neighbourhood;
2. contributing to a high quality street scene;
3. providing a high level of on-site amenity;
4. minimising noise effects from traffic, railway activity, and other sources where necessary to protect residential amenity;
5. providing safe, efficient, and easily accessible movement for pedestrians, cyclists, and vehicles; and
6. incorporating principles of crime prevention through environmental design.

14.2.4.2 Policy – High quality, medium density residential development

Encourage innovative approaches to comprehensively designed, high quality, medium density residential development, which is attractive to residents, responsive to housing demands, and provides a positive contribution to its environment (while acknowledging the need for increased densities and changes in residential character), through:

1. consultative planning approaches to identifying particular areas for residential intensification and to defining high quality, built and urban design outcomes for those areas;

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ODP will enable a high quality residential neighbourhood that is affordable and is also able to maintain the existing character of the Hoon Hay suburb.

The proposed rezoning is consistent with this policy because the proposal and development will reflect the overall character and context of the Hoon Hay suburb. Through the anticipated build of each individual lot street scene and on-site amenity will be maintained. Pedestrian and cycle ways are provided in order to provide safe and efficient movement areas. This is also shown in the proposed ODP.

The proposed rezoning is consistent with this policy because the proposal and development as the proposed zoning under PC14 does not have a minimum density requirement will be able to provide a range of lots which can be developed at varying densities. Regarding the built form and design of future dwellings these will be assessed at the time they are established and proposed.

2. encouraging and incentivising amalgamation and redevelopment across large-scale residential intensification areas;
3. providing design guidelines to assist developers to achieve high quality, medium density development;
4. considering input from urban design experts into resource consent applications;
5. promoting incorporation of low impact urban design elements, energy and water efficiency, and life-stage inclusive and adaptive design; and
6. recognising that built form standards may not always support the best design and efficient use of a site for medium density development, particularly for larger sites.

14.2.5 Objective – Residential New Neighbourhood Zone

Co-ordinated, sustainable and efficient use and development is enabled in the Residential New Neighbourhood Zone.

The proposed rezoning is consistent with this objective because the proposal and development as a portion of the site is currently zoned Residential New Neighbourhood and the proposed new zoning is effectively the same under PC14 will provide for a development that is co-ordinated and efficiently uses the site location to enable good quality residential sites.

14.2.5.1 Policy – Outline development plans

Use and development shall be in accordance with the development requirements in the relevant Outline development plan, or otherwise achieve similar or better outcomes, except as provided for in Clause b. in relation to any interim use and development.

Interim use and development shall not compromise the timely implementation of, or outcomes sought by, the Outline development plan.

Recognise that quarrying activities and other interim activities may be a suitable part of preparing identified greenfield priority areas for urban development,

The proposed rezoning is consistent with this policy because the proposal and development through the proposed ODP as it provides for land that will be used for residential activity that is located in an area that is convenient to Christchurch City compared to areas such as in the Selwyn and Waimakariri district. Sufficient infrastructure capacity is available for the anticipated level of residential development which includes sewer, stormwater and water access. Transport networks as in local roads are provided for which connects to the existing transport routes which links to the existing suburbs as well as the city. Natural hazards are also managed in the proposed ODP through stormwater management areas and utility

Relevant Objectives and Policies

provided that their adverse effects can be adequately mitigated and they do not compromise use of the land for future urban development.

14.2.5.3 Policy – Development density

In residential development areas, achieve a minimum net density of 15 households per hectare, when averaged across the whole of the residential development area within the relevant outline development plan, except:

1. in the Residential New Neighbourhood (Prestons) Zone where the minimum net density is between 13 and 15 households per hectare; and
2. in areas shown on an Outline development plan as being subject to development constraints.

Except as provided for in (a)(i) and (ii) above, any use and development which results in a net density lower than the required net density shall demonstrate, through the use of legal mechanisms as appropriate, that the net density required across residential development areas of the outline development plan can still be achieved.

Except as provided for in (a) and (b) above, a proposal for use and development which results in a net density lower than the required net density will result in other owners of greenfield (undeveloped) land within the outline development plan area being identified as affected parties (where they have not given written approval).

Encourage higher density housing to be located to support, and have ready access to, commercial centres, community facilities, public transport and open space; and to support well-connected walkable communities.

14.2.5.4 Policy – Neighbourhood quality and design

Ensure that use and development:

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reserves. Required information when presenting the proposed ODP is supplied through the ODP which is part of the submission.

The proposed rezoning is consistent with this policy because the proposal and development can provide 20-25 households per ha depending on the densities of each lot which is consistent with this policy. This is also shown in the proposed ODP.

The proposed rezoning is consistent with this policy because the proposal and development as it will be able to provide a range of housing types to help with the housing supply shortage. The development will also keep

Relevant Objectives and Policies

1. contributes to a strong sense of place, and a coherent, functional and safe neighbourhood;
2. contributes to neighbourhoods that comprise a diversity of housing types;
3. retains and supports the relationship to, and where possible enhances, recreational, heritage and ecological features and values; and
4. achieves a high level of amenity.

14.2.5.5 Policy – Infrastructure servicing for developments

Ensure that developments are serviced with all required infrastructure in an effective and efficient manner.

14.2.5.6 Policy – Integration and connectivity

Ensure effective integration within and between developments and existing areas, including in relation to public open space networks, infrastructure and movement networks.

Ensure that the boundaries between new and existing developments are, where appropriate, managed to avoid or mitigate adverse effects.

Avoid significant adverse effects and remedy or mitigate other adverse effects on existing businesses, rural activities or infrastructure.

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within the local amenity and will provide a safe neighbourhood with designated cycle and pedestrian pathways.

The proposed rezoning is consistent with this policy because the proposed rezoning and development promotes use of existing infrastructure as well as existing transport which links to Christchurch City. Pedestrian and cycle ways are proposed and outlined within the ODP.

The proposed rezoning is consistent with this policy because the proposed rezoning and development has kept the residential areas to the east of the development where it borders existing and established residential activities. Along the west of the development stormwater management, recreational activities and conservation use are proposed in order to keep a natural barrier between the rural and residential.