

#	URBAN GROWTH		ASSESSMENT
Canterbury Regional Policy Statement			
1	Objective 5.2.1(1)	Development is located and designed so that it functions in a way that: 1. achieves consolidated, well designed and sustainable growth in and around existing urban areas as the primary focus for accommodating the region’s growth;	Consistent. The Site is within an existing urban area (being the Darfield township) and has been designed to accommodate growth while also achieving high quality urban outcomes.
2	Objective 5.2.1(2)	Development is located and designed so that it functions in a way that: ... 2. enables people and communities, including future generations, to provide for their social, economic and cultural well-being and health and safety; and which: a. maintains, and where appropriate, enhances the overall quality of the natural environment of the Canterbury region, including its coastal environment, outstanding natural features and landscapes, and natural values; b. provides sufficient housing choice to meet the region’s housing needs; c. encourages sustainable economic development by enabling business activities in appropriate locations; d. minimises energy use and/or improves energy efficiency; e. enables rural activities that support the rural environment including primary production; f. is compatible with, and will result in the continued safe, efficient and effective use of regionally significant infrastructure; g. avoids adverse effects on significant natural and physical resources including regionally significant infrastructure, and where avoidance is impracticable, remedies or mitigates those effects on those resources and infrastructure; h. facilitates the establishment of papakāinga and marae; and i. avoids conflicts between incompatible activities.	Consistent. The Project has been designed to: • maintain and, in the case of the waterways particularly, enhance the natural environment within the Site; • provide increased housing choice by delivering a range of allotment sizes to support different typologies; • be compatible with, and ensure the continued safe and efficient use of, regionally significant infrastructure (including the rail corridor and State Highway network); • avoid adverse effects on significant natural and physical resources; and • avoid conflict with incompatible activities, including through providing a sensitive transition between the rural properties to the west and north of the Site.

3	Objective 5.2.2	In relation to the integration of land use and regionally significant infrastructure: 1. To recognise the benefits of enabling people and communities to provide for their social, economic and cultural well-being and health and safety and to provide for infrastructure that is regionally significant to the extent that it promotes sustainable management in accordance with the RMA. 2. To achieve patterns and sequencing of land-use with regionally significant infrastructure in the wider region so that: a. development does not result in adverse effects on the operation, use and development of regionally significant infrastructure. b. adverse effects resulting from the development or operation of regionally significant infrastructure are avoided, remedied or mitigated as fully as practicable. c. there is increased sustainability, efficiency and liveability.	Consistent. The Project has been designed to achieve these directives, particularly with respect to enabling people and communities to provide for their wellbeing (through the provision of housing) and by ensuring that the Project does not result in adverse effects on the adjacent State Highways and nearby rail network.
4	Policy 5.3.1 (1)-(5)	To provide, as the primary focus for meeting the wider region's growth needs, sustainable development patterns that: 1. ensure that any a. urban growth; and b. limited rural residential development occur in a form that concentrates, or is attached to, existing urban areas and promotes a coordinated pattern of development; 2. encourage within urban areas, housing choice, recreation and community facilities, and business opportunities of a character and form that supports urban consolidation; 3. promote energy efficiency in urban forms, transport patterns, site location and subdivision layout; 4. maintain and enhance the sense of identity and character of the region's urban areas; and 5. encourage high quality urban design, including the maintenance and enhancement of amenity values.	Consistent. The Site is within an existing urban area (being the Darfield township) and has been designed to accommodate growth while also achieving high quality urban outcomes. The Project will deliver residential lots of a range of sizing to encourage housing choice, and will provide recreation opportunities within the open spaces that will also be delivered as part of the Project. The Project has been designed to integrate with the existing character of Darfield in a coordinated manner, while also providing increased housing choice through the delivery of a range of allotment sizes.

			The Project has been designed to achieve high quality urban outcomes, consistent with an overall consolidated urban form for the township.
5	Policy 5.3.3	To ensure that substantial developments are designed and built to be of a high-quality, and are robust and resilient: 1. through promoting, where appropriate, a diversity of residential, employment and recreational choices, for individuals and communities associated with the substantial development; and 2. where amenity values, the quality of the environment, and the character of an area are maintained, or appropriately enhanced.	Consistent. As outlined above, the Project will ensure a diverse range of housing choice for the community, and will maintain and, in some cases, enhance the quality and amenity of the environment.
Partially Operative Selwyn District Plan			
6	Objective SD-DI-O5	Selwyn's hierarchy of activity centres are the preferred location for shopping, leisure, cultural, entertainment, and social interaction experiences in accordance with their anticipated role within the Activity Centre Network.	Consistent. Darfield is one of Selwyn's four Key Activity Centres.
7	Objective SD-UFD-O1	Selwyn has a well-functioning urban environment that enables all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.	Consistent. The Project will contribute to the operation of Darfield as a well-functioning environment.
8	Objective SD-UFD-O2(1)	Urban growth is located: 1. Outside Greater Christchurch only within or adjoining existing townships and in a compact and sustainable form that aligns with its anticipated role in the Township Network, while considering the community's needs, natural landforms, cultural values, highly productive land, and physical features and the ongoing use and development needs of existing activities; ...	Consistent. The Site is within the existing township of Darfield and has been designed to support a compact and sustainable urban form.
9	Objective SD-UFD-O3	There is at least sufficient feasible development capacity to meet expected demands for housing and business activities.	Consistent. The Project will contribute to the availability of feasible development capacity to meet expected demand for housing.

10	Objective SD-UFD- O4(1)	Urban growth and development: 1. is well-integrated with the efficient provision, including the timing and funding, of infrastructure; ...	Consistent. The Project will be integrated with the efficient provision of three waters and transport infrastructure. In particular, the Project will connect to the reticulated water supply and wastewater networks and provide enhanced capacity to accommodate future development within the wider area. It will also provide upgrades to the surrounding transport network to accommodate the additional traffic generated by the Project.
11	Objective UG-O1(1), (4), (6), (7), (9)	Urban growth is provided for in a strategic manner that: 1. achieves attractive, pleasant, high quality, and resilient urban environments; ... 4. protects the health and well-being of water bodies, freshwater ecosystems, and receiving environments; ... 6. integrates with existing residential neighbourhoods, commercial centres, industrial hubs, inland ports, or knowledge areas; 7. is coordinated with the provision of available infrastructure, the strategic transport network, and utilities, including land transport infrastructure; ... 9. does not constrain the efficient operation, use, development, appropriate upgrading, and safety of important infrastructure; ...	Consistent. The Project will achieve all of these outcomes.
12	Objective UG-O2	Townships maintain a consolidated and compact urban form to support: 1. accessible, sustainable, and resilient residential neighbourhoods, commercial centres, industrial hubs, inland ports, or knowledge areas; 2. the role and function of each urban area within the District's Township Network, and the economic and social prosperity of the District's commercial centres; and 3. the efficient servicing of townships and integration with existing and planned infrastructure.	Consistent. The Project will contribute to achieving this objective, given its location within the existing Darfield township and its integration with existing and planned infrastructure.
13	Policy UG- P7(2)	Any new urban areas shall deliver the following urban form and scale outcomes: ...	Consistent.

		2. the form and scale of new urban areas support the settlements role and function within the District's Township Network;	The Project will contribute to supporting Darfield's role and function within the Township Network, particularly by providing the opportunity for increased density of housing (compared to the existing zoning) which is consistent with Future Selwyn's vision for Darfield as a "Strategic Town".
14	Policy UG-P17	Encourage the intensification of urban activities or redevelopment of existing land within urban zones to assist in supporting the district's urban growth needs, including through the implementation of an adopted urban intensification plan or any relevant development plan, to: 1. minimise the loss of the rural land resource, particularly highly productive land; 2. maintain the effective and efficient use of infrastructure and the strategic transport network; 3. support housing choice, increase the availability of affordable housing, and enable economically resilient and diverse commercial centres, including by providing mixed use activities in Key Activity Centres or Local Centre Zones; 4. promote consolidated and compact townships that support resilient, diverse and self-sufficient settlements; 5. promote the regeneration of buildings and land; 6. achieve higher residential densities in and around Key Activity Centres, town centres, core public transport routes and in locations where there is safe and convenient access to public transport and public transport facilities; 7. achieve higher floor area ratios in the Commercial and Mixed Use Zones and General Industrial Zone to optimise the use of commercial and industrial land; and 7A. provide for the functional need of commercial activities to be accessibly located in relation to the residential catchment they serve, <i>provided that urban intensification or redevelopment does not:</i> 8. generate adverse amenity effects on surrounding environments; or	Consistent. The Project is entirely consistent with this policy. As noted above, it provides the opportunity for a higher density of development than anticipated by the current zoning and in doing so will support the district's urban growth needs. The Project is located on urban zoned land and therefore avoids the loss of highly productive land. The increased density in this location also reduces the likelihood that areas of highly productive land surrounding Darfield will be required in the long term to accommodate demand for housing. As outlined above, the Project will also: • maintain the effective and efficient use of existing infrastructure; • support housing choice; • promote consolidated and compact townships;

		9. undermine the safe, efficient or cost-effective operation of infrastructure or utility services; or 10. generate reverse sensitivity effects on important infrastructure.	• achieve a higher residential density in close proximity to Darfield township; • avoid adverse amenity effects on the surrounding environment; • avoid undermining the safe, efficient and cost-effective operation of infrastructure; and • avoid generating reverse sensitivity effects.
15	Objective LLRZ-O1	The Large Lot Residential Zone provides for residential activity on large sites, in a manner compatible with the retention of an open and spacious peri-urban character at the rural interface.	Partially consistent. Overall, the density of the Project will be considerably higher than what is anticipated by the Large Lot Residential (LLR) zone. However, the anticipated density of 5.5 houses per hectare remains 'low' relative to densities anticipated in suburban areas within Greater Christchurch. Providing for larger lots (around 1ha) around the perimeter of the Site, the Project will maintain a compatible open and spacious peri-urban character at the rural interface.
16	Policy LLRZ-P1	Provide for a very low density and spacious residential character by: 1. managing the density of development; and 2. managing the height, bulk and form of development.	
17	Objective SUB-O1	Subdivision design and layout results in the efficient use of land and is compatible with the role, function, and planned urban form of the zone.	
18	Objective SUB-O2	Every site created by subdivision has the characteristics, infrastructure, and facilities appropriate for the intended use of the land.	Partially consistent. As above. The overall density of the Project will be considerably higher than what is anticipated by the LLR zone. The layout of the Site will however ensure that an open, spacious peri-
19	Objective SUB-O3	Site sizes reflect the anticipated development outcomes of the zone.	

			urban character is maintained at the rural interface. The Outline Development Plan (<i>ODP</i>) for the Site (included in the District Plan as Development Area DA3 (<i>DEV-DA3</i>)) anticipates that a higher density (compared to the LLR zone) will be delivered on the Site in future. With the ODP having been included in the Partially Operative Selwyn District Plan in 2015, the planning framework has since developed and it is considered appropriate that the higher density envisaged by that plan is enabled now.
20	Policy SUB-P1(3)	Avoid the creation of any site that cannot contain a residential unit as a permitted or controlled activity, unless the site: ... shall be used only for the provision of infrastructure, a reserve or for some other community purpose specified in the subdivision application; and that purpose will not result in the need for a residential unit.	Consistent. All of the allotments created as part of the Project could accommodate a residential unit as a permitted activity.
21	Policy SUB-P2	Ensure that every site created by subdivision makes provision for safe and efficient access for motorists, pedestrians, and cyclists, consistent with that required for the intended use of the site.	Consistent. The Project has been designed to achieve all of these outcomes.
22	Policy SUB-P3(1)-(6)	Other than infrastructure sites or reserve sites, ensure that every site created by subdivision on which a building may be erected has all of the following features: - access to sunlight; - adequate size and appropriate shape to contain a building square; - access to infrastructure and facilities consistent with those required for the intended use of the site; - sufficient provision of and access to suitable water supply for firefighting purposes, consistent with that required for the intended use of the site; - access to an existing reticulated stormwater system or sufficient suitable land to accommodate effective on-site stormwater management;	

		6. in Residential Zones, adequate size, shape, orientation, and access for outdoor living space; ...	
23	Policy SUB-P4	Provide for a variety of site sizes within a subdivision, while achieving an average net site size no smaller than that specified for the zone.	Partially consistent. The Project will deliver a variety of site sizes, but it does not achieve an average net site size that is no smaller than the specified average net site size for the LLR zone.
24	Policy SUB-P5	Where land is subject to an Outline Development Plan, manage subdivision to ensure that the outcomes intended by the Outline Development Plan are met.	Partially consistent. The Project will achieve the following outcomes intended for the Site by the ODP (DEV-DA3): • It achieves a progressive transition between residential and rural densities, and delivers higher density residential opportunity through smaller lot sizes and infrastructure that is sized for higher density residential purposes. • It internalises higher density development towards the centre of the area, with peripheral areas being characterised by larger lots as anticipated at the rural interface. • It aligns with all of the access and transport outcomes anticipated for DEV-DA3. • It will provide extensive landscaping within road and recreational reserve areas, and

			will maintain and enhance the existing waterways. The Project is not consistent with the anticipated site sizes in the DEV-DA3 ODP (ranging from 3,700m² to 2ha).
25	Policy SUB-P11	Ensure that the operation, use and development of important infrastructure is not compromised by subdivision, including in relation to reverse sensitivity effects from anticipated land use.	Consistent. The Project will ensure that the operation of important infrastructure (including the rail and State Highway networks) is not compromised.
<i>DEV-DA3 (from the Partially Operative Selwyn District Plan)</i>			
26	Land Use	This area is to be developed at densities which would provide for a low-density residential style of development. Densities shall be scaled out from Bangor Road to integrate the area with the adjoining General Rural Zone and to achieve a progressive transition between residential and rural densities. Sites shall range in size from an average of 3,700m² adjacent Bangor Road and the existing developed residential area to an average of 2ha adjacent State Highway 73 and the General Rural Zone to the north and west. Between these areas, sites should average 1ha in size. Due to potential population growth, low-density residential areas often transition into higher density residential living over time. At time of subdivision to low-density residential, consideration needs to be made for future proofing infrastructure for higher densities. This might include consideration of the following features: • the size and location of water supply pipework ensuring there is capacity for growth, • the widths of road reserves to accommodate increased traffic volumes, and future formed footpaths and cycleways, • building platforms and property orientation to reduce the amount of future subdivision resulting in rear sections, • reserve areas set aside to meet current and future needs.	Partially consistent. As above, the Project is only partially consistent with this part of DEV-DA3 because the proposed density and site pattern are more intensive than the low-density residential framework and average site sizes anticipated by the legacy ODP. However, the Project still responds to a number of the broader outcomes sought by DEV-DA3. In particular, the Project: • provides for larger lots around the outside of the Site to retain a graduated edge treatment to the rural interface; • recognises the need for a transition in development intensity across the Site; and • proposes infrastructure and subdivision outcomes that are

		As part of any subdivision of the area, a plan showing the overall anticipated development of the area should be provided, highlighting any potential staging of development and the intended provision of services.	directed toward an orderly long-term urban form.
27	Access and Transport	The roading hierarchy within the area is intended to remain at the local road level, given the number of potential private sites and the resulting traffic demand. The roading pattern shown on the ODP includes the primary roading only and it is anticipated that additional roading will be required at subdivision design stage. When considering a subdivision layout, rear sections should be avoided where possible. No direct access from the area shall be made to State Highway 73, with all vehicle based traffic directed through either roading links to Bangor Road, or through a potential future roading connection on State Highway 73 to the south of the area. No direct access shall be made to Bangor Road from the area west of the second access on State Highway 77, with all vehicle based traffic being directed to the internal roading network. Off-road footpaths within low-density residential developments are not necessary due to low traffic volumes and the tendency for people to walk along the road verges. However consideration should be given to a dedicated off-road pedestrian/cycleway path to connect from Bangor Road through to a non-vehicular link to State Highway 73 approximately opposite Horndon Street, to provide a loop track for Darfield.	Consistent. Access to the Site will be from the two entrances off Bangor Road / SH77. No direct access is provided to SH73. No direct access is provided to Bangor Road from the area west of the second access shown on the ODP. Pedestrian and cycle connections will be provided internally within the Site, connecting Bangor Road to SH73. The existing pedestrian connection along SH77 will also be enhanced as part of the Project.
28	Landscape and Fencing	Landscape work is a useful tool for retaining rural character within a low-density residential development. It is acknowledged that the development of the area will change the character of the area from open paddocks to a built environment, but the provision of appropriate landscape works within road and recreational reserve areas, as well as any consideration of planting with new sites can potentially provide for a sense of rural character. Existing shelterbelts may be removed or modified to enable view shafts. Planting in the building setbacks from the State Highways may contain breaks to avoid a tunnel effect.	Consistent. The Project will incorporate substantial landscaping which has been designed to integrate with adjoining rural land uses. The Waterways will be retained and enhanced, with appropriate setbacks provided. Those measures will assist in maintaining amenity and expressing a more open character at the Site edges.

		Subdivision plans will need to identify landscape provisions being provided as part of the development including road reserve landscape works. Particular regard shall be given to the retention and management of the existing water race into any landscape design. Subdivision plans should also identify appropriate building setbacks from water races to maintain open space and amenity alongside these key site features. When considering an application to subdivide the area, the Council will take into consideration the mechanisms being provided to ensure that any fencing achieves a high level of transparency, with a preference for designs that express a rural vernacular and accord with the typologies of the Large Lot Residential Zone. Consideration will also be made of any legal mechanisms to alert future buyers of these properties of this fencing requirement.	Fencing has been designed to be sensitive to adjoining rural land uses.
#	EARTHWORKS AND DUST		ASSESSMENT
Canterbury Land and Water Regional Plan			
29	Policy 4.18	The loss or discharge of sediment or sediment-laden water and other contaminants to surface water from earthworks, including roading, works in the bed of a river or lake, land development or construction, is avoided, and if this is not achievable, the best practicable option is used to minimise the loss or discharge to water.	Consistent. The proposed earthworks can be undertaken in a manner that avoids, and where that is not practicable minimises, sediment loss and the discharge of sediment-laden water to surface water through the use of appropriate erosion and sediment control measures provided for in the draft Erosion and Sediment Control Plan (ESCP). Those measures will ensure that all construction stormwater will be directed away from the Waterways.
Canterbury Air Regional Plan			
30	Objectives 5.1 and 5.5	Air quality protects the mauri and life supporting capacity of the environment, and air quality is managed in a way that provides for the cultural values and traditions of Ngāi Tahu.	Consistent. Construction activities that generate the potential for dust will be managed in

31	Objectives 5.2 and 5.6	Ambient air quality provides for the health and wellbeing of the people of Canterbury, and amenity values of the receiving environment are maintained.	accordance with a Dust Management Plan (<i>DMP</i>) to be certified by SDC. The DMP will adopt best practice measures to suppress dust.
32	Policy 6.1	Discharges of contaminants into air, either individually or in combination with other discharges, do not cause: a. diverse effects on human health and wellbeing; or b. adverse effects on the mauri and life supporting capacity of ecosystems, plants or animals; or c. significantly diminished visibility; or d. significant soiling or corrosion of structures or property	
33	Policy 6.3	Manage the effects of discharges into air on ambient air quality by: a. the spatial division of the Canterbury Region into areas inside and outside Clean Air Zones; b. setting a 2ha property area threshold; and c. setting thresholds for effects above which resource consents are required.	
34	Policy 6.9	Discharges into air from new activities are appropriately located and adequately separated from sensitive activities, taking into account land use anticipated by a proposed or operative district plan and the sensitivity of the receiving environment.	
35	Policy 6.10	If the sensitivity of the receiving environment is altered by authorised land use change so that an existing discharge results in significant adverse effects on the receiving environment, require the effects of that discharge to be reduced and provide a reasonable timeframe for achieving that reduction.	
36	Policy 6.13	Minimise the cumulative effects of discharges of contaminants into air by requiring: a. permitted discharges to apply good environmental practices; and b. discharges allowed by a resource consent to apply the best practicable option.	
Partially Operative Selwyn District Plan			
37	Policy NH-P12	Manage earthworks undertaken in the Waimakariri Flood Management Overlay and the Plains Flood Management Overlay to ensure that they do not exacerbate flooding on any other property by displacing or diverting floodwater on surrounding land.	Consistent. The proposed earthworks will be undertaken as part of an integrated and staged subdivision design that manages runoff, erosion and sediment generation so that adverse effects on surrounding
38	Objective EW-O1	Earthworks are undertaken in a manner that limits adverse effects on the surrounding environment.	

39	Policy EW-P3	Manage earthworks to limit erosion, inundation, or siltation so that it does not impede the functioning of natural biological and physical processes.	land and Waterways on the Site are avoided. Earthworks will be managed in accordance with management plans and an ESCP, consistent with the approach commonly adopted for other large-scale infrastructure and development projects.
40	Policy EW-P5	Manage the temporary adverse visual amenity and nuisance effects associated with preparing land for subdivision.	
Mahaanui IMP			
41	Policy P9.3	To protect the land from induced soil erosion as a result of unsustainable land use and development.	Consistent. The proposed earthworks will be managed to protect land and waterways from erosion, sedimentation and related degradation through appropriate construction methodologies, staging and erosion and sediment controls. The Project will maintain and enhance riparian areas, restore indigenous vegetation, and avoid unnecessary exposure of bare ground for extended periods.
42	Policy P9.4	To support the following methods and measures to maintain or improve soil organic matter and soil nutrient balance, and prevent soil erosion and soil contamination: (a) Matching land use with land capability (i.e. soil type; slope, elevation); (b) Organic farming and growing methods; (c) Regular soil and foliage testing on farms, to manage fertiliser and effluent application levels and rates; (d) Stock management that avoids overgrazing and retires sensitive areas; (e) Restoration and enhancement of riparian areas, to reduce erosion and therefore sedimentation of waterways; (f) Restoration of indigenous vegetation, including the use of indigenous tree plantations as erosion control and indigenous species in shelter belts; and (g) Avoiding leaving large areas of land/soil bare during earthworks and construction activities.	
43	Policy P11.1	To assess proposals for earthworks with particular regard to: (a) Potential effects on wāhi tapu and wāhi taonga, known and unknown; (b) Potential effects on waterways, wetlands and waipuna; (c) Potential effects on indigenous biodiversity; (d) Potential effects on natural landforms and features, including ridge lines;	

		(e) Proposed erosion and sediment control measures; and (f) Rehabilitation and remediation plans following earthworks.	
#	NOISE		ASSESSMENT
Canterbury Regional Policy Statement			
44	Objective 5.2.1(2)(f) & (g)	Development is located and designed so that it functions in a way that: ... 2. enables people and communities, including future generations, to provide for their social, economic and cultural well-being and health and safety; and which: ... f. is compatible with, and will result in the continued safe, efficient and effective use of regionally significant infrastructure; g. avoids adverse effects on significant natural and physical resources including regionally significant infrastructure, and where avoidance is impracticable, remedies or mitigates those effects on those resources and infrastructure;	Consistent. The Project has been designed to avoid any adverse reverse sensitivity effects on the adjoining rail and State Highway corridors, so that the continued safe, efficient and effective operation of that regionally significant infrastructure is not compromised, and adverse effects on it are avoided, remedied or mitigated.
45	Policy 5.3.2(2)(b)	To enable development including regionally significant infrastructure which: ... 2. avoid or mitigate: ... b. reverse sensitivity effects and conflicts between incompatible activities, including identified mineral extraction areas;	Consistent. The Project is designed to be sympathetic to the surrounding land use and character, and can appropriately manage potential interface effects, including with important infrastructure and adjoining landowners.
Partially Operative Selwyn District Plan			
46	Objective NOISE-O2	Important infrastructure which generates noise is protected from reverse sensitivity effects.	Consistent. As above. The acoustic treatment proposed along the boundaries with SH73 and SH77 will ensure that any reverse sensitivity effects on the rail corridor and State Highway network are avoided.
47	Policy NOISE-P2	Protect the State Highway and the designated railway network from reverse sensitivity effects by avoiding noise sensitive activities locating near to the State Highway or designated railway network unless specified noise and vibration limits are met or noise mitigation is incorporated.	

#	TERRESTRIAL ECOLOGY		ASSESSMENT
National Policy Statement for Indigenous Biodiversity			
48	Objective (1)	The objective of the NPS-IB is: (a) to maintain indigenous biodiversity across Aotearoa New Zealand so that there is at least no overall loss in indigenous biodiversity after the commencement date; and (b) to achieve this: (i) through recognising the mana of tangata whenua as kaitiaki of indigenous biodiversity; and (ii) by recognising people and communities, including landowners, as stewards of indigenous biodiversity; and (iii) by protecting and restoring indigenous biodiversity as necessary to achieve the overall maintenance of indigenous biodiversity; and (iv) while providing for the social, economic, and cultural wellbeing of people and communities now and in the future.	Consistent. The Project will enhance the quantum and quality of lizard habitat on the Site compared to the current conditions on the Site. The Project will also result in an increase in indigenous vegetation and habitat, providing permanent improvements in linkages and habitat connectivity. The mana of tangata whenua as kaitiaki of indigenous biodiversity has been recognised through consultation undertaken as part of the Project. The Response to Rūnanga Recommendations and Feedback (Attachment 17) document outlines how the recommendations made by mana whenua have been incorporated into the Project.
49	Policy 2	Tangata whenua exercise kaitiakitanga for indigenous biodiversity in their rohe, including through: ... (b) identifying and protecting indigenous species, populations and ecosystems that are taonga; and (c) actively participating in other decision-making about indigenous biodiversity.	
50	Policy 3	A precautionary approach is adopted when considering adverse effects on indigenous biodiversity.	
51	Policy 13	Restoration of indigenous biodiversity is promoted and provided for.	
52	Policy 14	Increased indigenous vegetation cover is promoted in both urban and nonurban environments.	
Canterbury Regional Policy Statement			
53	Objective 5.2.1(2)(a)	Development is located and designed so that it functions in a way that: ... 2. enables people and communities, including future generations, to provide for their social, economic and cultural well-being and health and safety; and which: a. maintains, and where appropriate, enhances the overall quality of the natural environment of the Canterbury region, including its coastal	Consistent. The Project will enhance the overall quality of the natural environment by increasing indigenous vegetation, improving ecological connectivity across

		environment, outstanding natural features and landscapes, and natural values;	the Site and providing new foraging, nesting and refuge habitat for indigenous fauna. There will be permanent indigenous vegetation enhancement and habitats in both residential properties and greenspaces.
54	Objective 9.2.1	The decline in the quality and quantity of Canterbury's ecosystems and indigenous biodiversity is halted and their life-supporting capacity and mauri safeguarded.	
55	Objective 9.2.2	Restoration or enhancement of ecosystem functioning and indigenous biodiversity, in appropriate locations, particularly where it can contribute to Canterbury's distinctive natural character and identity and to the social, cultural, environmental and economic well-being of its people and communities.	Consistent. The Project will result in the enhancement of ecosystem functioning through the proposed enhancement of the Waterways and the increase in indigenous planting through the Site.
56	Objective 9.2.3	Areas of significant indigenous vegetation and significant habitats of indigenous fauna are identified and their values and ecosystem functions protected.	Consistent. While the exotic grassland on the Site may currently support habitats for indigenous fauna, it is not considered significant for the purposes of the Canterbury Regional Policy Statement (CRPS). The Project will however deliver a net positive outcome for lizard habitat.
57	Policy 9.3.2	To recognise the following national priorities for protection: 1. Indigenous vegetation in land environments where less than 20% of the original indigenous vegetation cover remains. 2. Areas of indigenous vegetation associated with sand dunes and wetlands. 3. Areas of indigenous vegetation located in "originally rare" terrestrial ecosystem types not covered under (1) and (2) above. 4. Habitats of threatened and at risk indigenous species.	Consistent. As outlined in the Terrestrial Ecology Impact Assessment, the Site currently provides limited habitat for At-Risk lizards and limited foraging and/or nesting opportunities for At-Risk birds. Specific measures will be implemented during construction of the Project to avoid or minimise effects on those species and their habitats. The Project will deliver enhanced areas of habitat for these species once completed.

58	Policy 9.3.4	To promote the enhancement and restoration of Canterbury's ecosystems and indigenous biodiversity, in appropriate locations, where this will improve the functioning and long term sustainability of these ecosystems.	Consistent. The Project will promote the enhancement and restoration of Canterbury's aquatic and terrestrial eco-systems by minimising or avoiding adverse effects on those systems during construction and by providing for the enhancement of those systems within the Site.
59	Policy 9.3.6	The following criteria will apply to the use of biodiversity offsets: 1. the offset will only compensate for residual adverse effects that cannot otherwise be avoided, remedied or mitigated; 2. the residual adverse effects on biodiversity are capable of being offset and will be fully compensated by the offset to ensure no net loss of biodiversity; 3. where the area to be offset is identified as a national priority for protection under Policy 3.2, the offset must deliver a net gain for biodiversity; 4. there is a strong likelihood that the offsets will be achieved in perpetuity; and 5. where the offset involves the ongoing protection of a separate site, it will deliver no net loss, and preferably a net gain for indigenous biodiversity conservation. Offsets should re-establish or protect the same type of ecosystem or habitat that is adversely affected, unless an alternative ecosystem or habitat will provide a net gain for indigenous biodiversity.	Not applicable. All adverse effects of the Project can be avoided, remedied or mitigated so no biodiversity offsets are required.
Partially Operative Selwyn District Plan			
60	Policy ECO-P6(2)	Protect Threatened or At Risk Species and their habitats by: ... 2. for all activities other than National Grid infrastructure, avoiding significant adverse effects and avoiding, remedying or mitigating other adverse effects of activities on those species and their habitats.	Consistent. The Project will avoid significant adverse effects on At-Risk species and will avoid, remedy and mitigate any remaining adverse effects on those species and their habitats. That will be achieved through protection of those species during construction and the
61	Policy ECO-P10	Encourage the protection and enhancement of indigenous biodiversity and the restoration of degraded indigenous biodiversity by: 1. supporting Nga Rūnanga, landowners/land managers and the community, through co-operation and a range of non-statutory options and protection mechanisms.	

		2. considering the use of incentives for protection of areas of significant indigenous vegetation and significant habitat; 3. supporting community initiatives; and 4. promoting physical works by private landowners and occupiers, Ngāi Tahu and environmental organisations, to protect areas of significant indigenous vegetation and significant habitats of indigenous fauna.	enhancement of their habitats as part of the Project. The Waterways are currently in poor condition. The Project will provide for their enhancement which will generate a net positive benefit for the health of the indigenous biodiversity within those Waterways and their habitats.
Mahaanui IMP			
62	Issue TM2	The widespread loss of indigenous biodiversity has significant effects on: a. The relationship of Ngāi Tahu and their culture and traditions with ancestral lands, water and sites; b. Mahinga kai values (see Issue TM1); and c. The health of land, water and communities.	Consistent. The Project will not result in any widespread loss of indigenous biodiversity. Prior to construction activities commencing, lizards on Site will be salvaged and transferred to dedicated Lizard Release Sites. The Project will then incorporate dedicated areas to enhance existing habitat for indigenous biodiversity on Site.
#	AQUATIC ECOLOGY		ASSESSMENT
National Policy Statement for Freshwater Management			
63	Policy 1	Freshwater is managed in a way that gives effect to Te Mana o te Wai.	Consistent. Local freshwater health has been assessed as low and habitat values as limited. The Project includes realignment and riparian enhancement to the surface water bodies on the Site, and effective measures to ensure contaminant discharges are effectively avoided or managed during and after construction phases are complete. The
64	Policy 2	Tangata whenua are actively involved in freshwater management (including decision-making processes), and Māori freshwater values are identified and provided for.	
65	Policy 3	Freshwater is managed in an integrated way that considers the effects of the use and development of land on a whole-of-catchment basis, including the effects on receiving environments.	
66	Policy 5	Freshwater is managed (including through a National Objectives Framework) to ensure that the health and well-being of degraded water bodies and freshwater ecosystems is improved, and the health and well-being of all other water bodies and freshwater ecosystems is maintained and (if communities choose) improved.	

68	Policy 13	The condition of water bodies and freshwater ecosystems is systematically monitored over time, and action is taken where freshwater is degraded, and to reverse deteriorating trends.	net environmental effect of the Project will include the protection and enhancement of surface water and associated ecosystem, recreational and other amenity values.
Canterbury Regional Policy Statement			
69	Objective 7.2.1	The region's fresh water resources are sustainably managed to enable people and communities to provide for their economic and social well-being through abstracting and/or using water for irrigation, hydro-electricity generation and other economic activities, and for recreational and amenity values, and any economic and social activities associated with those values, providing: 1. the life-supporting capacity ecosystem processes, and indigenous species and their associated freshwater ecosystems and mauri of the fresh water is safe-guarded; 2. the natural character values of wetlands, lakes and rivers and their margins are preserved and these areas are protected from inappropriate subdivision, use and development and where appropriate restored or enhanced; and 3. any actual or reasonably foreseeable requirements for community and stockwater supplies and customary uses, are provided for.	Consistent. The Project has been designed to maintain and, where appropriate, enhance key natural environment features within the Site; namely, the Waterways and their riparian boundaries, and the existing vegetation. The Project has been designed to accommodate urban development in a way that improves the ecological function of the Waterways and habitat for lizards and birds. In doing so, it contributes to the improvement of life-supporting capacity ecosystems. The Project is also generally aligned with the integrated management direction of these provisions because it addresses land use, stormwater, open space and ecological outcomes together, rather than treating them as separate matters.
70	Objective 7.2.2	Abstraction of water and the development of water infrastructure in the region occurs in parallel with: 1. improvements in the efficiency with which water is allocated for abstraction, the way it is abstracted and conveyed, and its application or use; 2. the maintenance of water quality where it is of a high standard and the improvement of water quality in catchments where it is degraded; and 3. the restoration or enhancement of degraded fresh water bodies and their surroundings.	
71	Objective 7.2.3	The overall quality of freshwater in the region is maintained or improved, and the life supporting capacity, ecosystem processes and indigenous species and their associated fresh water ecosystems are safeguarded.	
72	Objective 7.2.4	Fresh water is sustainably managed in an integrated way within and across catchments, between activities, and between agencies and people with interests in water management in the community, considering:	

		1. the Ngāi Tahu ethic of Ki Uta Ki Tai (from the mountains to the sea); 2. the interconnectivity of surface water and groundwater; 3. the effects of land uses and intensification of land uses on demand for water and on water quality; and 4. kaitiakitanga and the ethic of stewardship; and 5. any net benefits of using water, and water infrastructure, and the significance of those benefits to the Canterbury region.	
73	Policy 7.3.1	To identify the natural character values of fresh water bodies and their margins in the region and to: 1. preserve natural character values where there is a high state of natural character; 2. maintain natural character values where they are modified but highly valued; and 3. improve natural character values where they have been degraded to unacceptable levels; unless modification of the natural character values of a fresh water body is provided for as part of an integrated solution to water management in a catchment in accordance with Policy 7.3.9, which addresses remedying and mitigating adverse effects on the environment and its natural character values.	
74	Policy 7.3.3	To promote, and where appropriate require the protection, restoration and improvement of lakes, rivers, wetlands and their riparian zones and associated Ngāi Tahu values, and to: 1. identify and protect areas of significant indigenous vegetation and significant habitats, sites of significant cultural value, wetlands, lakes and lagoons/Hapūa, and other outstanding water bodies; and 2. require the maintenance and promote the enhancement of indigenous biodiversity, inland basin ecosystems and riparian zones; and 3. promote, facilitate or undertake pest control.	
75	Policy 7.3.6(2)	In relation to water quality: ... 2. to manage activities which may affect water quality (including land uses), singularly or cumulatively, to maintain water quality at or above the minimum standard set for that water body;	

LWRP			
76	Objective 2A.1	The passage of fish is maintained, or improved, by instream structures, except where it is desirable to prevent the passage of some fish species in order to protect desired fish species, their life stages, or their habitats.	Consistent. The management of stormwater and activities relating to the Waterways will maintain and enhance freshwater values on the Site, including water quality, riparian condition and the broader functioning of aquatic habitats. Fish passage will be maintained through considered culvert design, and proposed pedestrian waterway crossings will be designed to avoid impacts on the Waterways and their ecosystems.
77	Objective 3.2	Water management applies the ethic of ki uta ki tai – from the mountains to the sea – and land and water are managed as integrated natural resources recognising the connectivity between surface water and groundwater, and between fresh water, land and the coast.	
78	Objective 3.6	Water is recognised as essential to all life and is respected for its intrinsic values.	
79	Objective 3.8	The quality and quantity of water in fresh water bodies and their catchments is managed to safeguard the life-supporting capacity of ecosystems and ecosystem processes, including ensuring sufficient flow and quality of water to support the habitat and feeding, breeding, migratory and other behavioural requirements of indigenous species, nesting birds and, where appropriate, trout and salmon.	
80	Objective 3.13	Groundwater resources remain a sustainable source of high quality water which is available for abstraction while supporting base flows or levels in surface water bodies, springs and wetlands and avoiding salt-water intrusion.	
81	Objective 3.16	Freshwater bodies and their catchments are maintained in a healthy state, including through hydrological and geomorphic processes such as flushing and opening hāpua and river mouths, flushing algal and weed growth, and transporting sediment.	
82	Policy 4.14	Any discharge of a contaminant into or onto land where it may enter groundwater (excluding those passive discharges to which Policy 4.26 applies): a) will not exceed the natural capacity of the soil to treat or remove the contaminant; and b) will not exceed available water storage capacity of the soil; and c) where meeting (a) and (b) is not practicable, the discharge will: i. (meet any nutrient limits in Schedule 8 or Sections 6 to 15 of this Plan; and ii. utilise the best practicable option to ensure the size of any contaminant plume is as small as is reasonably practicable; and	

		- iiia. ensure there is sufficient distance between the point of discharge, any other discharge and drinking-water supplies to allow for the natural decay or attenuation of pathogenic micro-organisms in the contaminant plume; and iii. not result in the accumulation of pathogens, or a persistent or toxic contaminant that would render the land unsuitable for agriculture, commercial, domestic, cultural or recreational use or water unsuitable as a source of potable water or for agriculture; and iv. not raise groundwater levels so that land drainage is impeded.	
83	Policy 4.15	In urban areas, the adverse effects on water quality, aquatic ecosystems, existing uses and values of water and public health from the cumulative effects of sewage, wastewater, industrial or trade waste or stormwater discharges are avoided by: a) all sewage, industrial or trade waste being discharged into a reticulated system, where available; - ab) all stormwater being discharged to land or into reticulated system, where a reticulated system is available; b) all stormwater being discharged in accordance with a stormwater management plan, where one has been consented; c) the implementation of contingency measures to minimise the risk of a discharge from a wastewater reticulation system to surface water in the event of a system failure or overloading of the system beyond its design capacity; and d) any reticulated stormwater or wastewater system installed after 11 August 2012 is designed and managed to avoid sewage discharge into surface water.	
84	Policy 4.17	Stormwater run-off volumes and peak flows are managed so that they do not cause or exacerbate the risk of inundation, erosion or damage to property or infrastructure downstream or risks to human safety.	
Mahaanui IMP			
85	Policy WM12.2	To require the protection and restoration of native riparian vegetation along waterways and lakes in the takiwā as a matter of priority, and to ensure that this can occur as a permitted activity.	Consistent. The Project will provide for the retention, restoration and enhancement of riparian corridors, and will support the direction to prioritise native riparian
86	Policy WM12.4	All waterways in the urban and built environment must have indigenous vegetated healthy, functioning riparian margins.	

87	Policy WM12.6	In the urban environment, it is accepted that waterways may have existing exotic vegetation along margins (e.g. exotic specimen trees in waterside reserves). However the objective is still to promote native riparian vegetation, as taonga valued for flood control, the maintenance of water quality, mahinga kai and cultural well-being.	vegetation and to promote healthy, functioning waterway margins in the urban environment.
88	Policy WM13.1	To recognise and protect all wetlands, waipuna and riparian areas as wāhi taonga that provide important cultural and environment benefits, including but not limited to: (a) Mahinga kai habitat; (b) The provision of resources for cultural use; (c) Cultural well-being; (d) The maintenance and improvement of water quality; and (e) Natural flood protection.	Consistent. The Project has been designed to recognise the importance of waterways, riparian areas and related freshwater features as environmental and cultural resources that warrant protection and enhancement.
89	Policy WM13.2	To protect, restore and enhance remaining wetlands, waipuna and riparian areas by: (a) Maintaining accurate maps of existing wetlands, waipuna and riparian margins; (b) Requiring that the drainage of existing wetlands or waipuna or the destruction or modification of existing native riparian areas be a prohibited activity; (c) Requiring the use of appropriate fencing, buffers and set back areas to protect wetlands, waipuna and riparian areas from intensive land use, including stock access and irrigation; (d) Supporting initiatives to restore wetlands, waipuna and riparian areas; and (e) Continuing to educate the wider community and landowners of the taonga value of these ecosystems.	
#	NATURAL HAZARDS		ASSESSMENT
National Policy Statement for Natural Hazards 2025			
90	Objective 1	Natural hazard risk to people and property associated with subdivision use, and development is managed using a risk-based proportionate approach	Consistent. Relevant hazards have been identified and assessed by the Applicant’s relevant experts, including consideration of climate change effects out to a minimum of 100-years. Risk has been assessed using the matrix in Table 1 of the National Policy
91	Policy 1	When considering natural hazard risk associated with subdivision, use or development, the risk level must be assessed using the risk matrix.	
92	Policy 2	Natural hazard risk associated with subdivision, use and development must be managed using an approach that is proportionate to the level of natural hazard risk.	
93	Policy 3	Where subdivision, use or development is assessed as having very high natural hazard risk, that risk must be avoided.	

94	Policy 4	Where subdivision, use or development, including any associated mitigation measures, will create or increase significant natural hazard risk on other sites, that risk must be avoided or mitigated using an approach that is proportionate to the level of natural hazard risk.	Statement for Natural Hazards 2025 (<i>NPS-NH</i>), with assessed risk being low-moderate. There is no “very high” risk that requires avoidance under the NPS-NH. Effective mitigation measures have been adopted that are proportionate with the identified “low-moderate” risk, such that the risk will be suitably avoided or mitigated.
95	Policy 5	Natural hazard risk assessment and decisions must be based on the best available information and must be made even when that information is uncertain or incomplete.	
96	Policy 6	The potential impacts of climate change to at least 100 years into the future must be considered.	
Canterbury Regional Policy Statement			
97	Policy 5.3.2(2)(a)	To enable development including regionally significant infrastructure which: ... 2. avoid or mitigate: a) natural and other hazards, or land uses that would likely result in increases in the frequency and/or severity of hazards; ...	Consistent. The Project has been designed to ensure that adverse effects relating to flood hazard will be avoided. As described below, those measures include the design of the stormwater network which will be designed to accommodate flows up to a 2% annual exceedance probability (<i>AEP</i>) event and achieve hydraulic neutrality up to a 1% <i>AEP</i> event. The finished floor levels for dwellings will also be elevated 300mm above the design levels for a 0.5% <i>AEP</i> event, consistent with the directions of the CRPS. The modelling used to predict flood hazard effects on the Site (which have then informed the design response) accounts for the effects of climate change.
98	Objective 11.2.1	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.	
99	Objective 11.2.2	Adverse effects on people, property, infrastructure and the environment resulting from methods used to manage natural hazards are avoided or, where avoidance is not possible, mitigated.	
100	Objective 11.2.3	The effects of climate change, and its influence on sea levels and the frequency and severity of natural hazards, are recognised and provided for.	
101	Policy 11.3.1	To avoid new subdivision, use and development (except as provided for in Policy 11.3.4) of land in high hazard areas, unless the subdivision, use or development:	

		1. is not likely to result in loss of life or serious injuries in the event of a natural hazard occurrence; and 2. is not likely to suffer significant damage or loss in the event of a natural hazard occurrence; and 3. is not likely to require new or upgraded hazard mitigation works to mitigate or avoid the natural hazard; and 4. is not likely to exacerbate the effects of the natural hazard; or 5. Outside of greater Christchurch, is proposed to be located in an area zoned or identified in a district plan for urban residential, industrial or commercial use, at the date of notification of the CRPS, in which case the effects of the natural hazard must be mitigated; or 6. Within greater Christchurch, is proposed to be located in an area zoned in a district plan for urban residential, industrial or commercial use, or identified as a "Greenfield Priority Area" on Map A of Chapter 6, both at the date the Land Use Recovery Plan was notified in the Gazette, in which the effect of the natural hazard must be avoided or appropriately mitigated; or 7. Within greater Christchurch, relates to the maintenance and/or upgrading of existing critical or significance infrastructure.	The Site is not identified as being within a high hazard area. While it is susceptible to a 0.2% and 0.5% AEP event, the water depth that will be experienced on the Site in both scenarios is less than 1m, and has a hazard rating that is lower than what is prescribed in the CRPS for a high hazard area.
102	Policy 11.3.2	In areas not subject to Policy 11.3.1 that are subject to inundation by a 0.5% AEP flood event; any new subdivision, use and development (excluding critical infrastructure) shall be avoided unless there is no increased risk to life, and the subdivision, use or development: 1. is of a type that is not likely to suffer material damage in an inundation event; or 2. is ancillary or incidental to the main development; or 3. meets all of the following criteria: a. new buildings have an appropriate floor level above the 0.5% AEP design flood level; and b. hazardous substances will not be inundated during a 0.5% AEP flood event; provided that a higher standard of management of inundation hazard events may be adopted where local catchment conditions warrant (as determined by a cost/benefit assessment). When determining areas subject to inundation, climate change projections including sea level rise are to be taken into account.	Consistent. The Project will ensure there is no increased risk to life resulting from the subdivision and development of the Site. Consent notices will be registered on the titles (to be created) requiring all new buildings to have an appropriate floor level above the 0.5% AEP design flood level.

103	Policy 11.3.8	When considering natural hazards, and in determining if new subdivision, use or development is appropriate and sustainable in relation to the potential risks from natural hazard events, local authorities shall have particular regard to the effects of climate change.	Consistent. The stormwater network and the design and layout of the Project overall have been designed to be resilient to the effects of climate change.
Partially Operative Selwyn District Plan			
104	Objective NH-O1	New subdivision, use, and development (except for new important infrastructure and land transport infrastructure where NH-O2 applies instead) is: 1. avoided in areas where the risks from natural hazards to people, property, and infrastructure are assessed as being unacceptable; and 2. in all other areas, undertaken in a manner that ensures that the risks of natural hazards to people, property, and infrastructure are appropriately mitigated.	Consistent. The Project is not in an area where natural hazard risk is assessed as unacceptable, and the development can be undertaken in a manner that appropriately mitigates the relevant flood-related risks to people, property and infrastructure.
105	Objective NH-O4	The effects of climate change, and its influence on sea levels and the frequency and severity of natural hazards, are recognised and provided for.	Consistent. Refer rows #90-96, #97-100 and #103.
106	Policy NH-P3	Restrict new subdivision, use, or development of land in areas outside high hazard areas but known to be vulnerable to a natural hazard, unless any potential risk of loss of life or damage to property is appropriately mitigated.	Consistent. Although the Site is vulnerable to flood-related hazard, the Project has been designed to ensure that the risk of loss of life or damage to property is avoided.
107	Policy NH-P5	When determining if new subdivision, use, or development is appropriate and sustainable in relation to the potential risks from natural hazard events, have particular regard to the effects of climate change.	Consistent. Refer rows #90-96, #97-100 and #103.
108	Policy NH-P10	In areas within the Plains Flood Management Overlay that are not a high hazard area, provide for: 1. important infrastructure and land transport infrastructure; and 2. any other new subdivision, use, and development only where every new residential unit or principal building has an appropriate floor level above the 200 year Average Return Interval (ARI) design flood level.	Consistent. All new buildings will have an appropriate floor level above the 0.5% AEP design flood level. The Project will ensure that natural hazard risk to people, property and
109	Objective SD-IR-O3	The risk from natural hazards, including the effects of climate change, to people, property, and important infrastructure is either:	

		1. not increased, other than where necessary to provide for important infrastructure that has no reasonable alternative; or 2. managed to an acceptable level.	important infrastructure is not increased.
#	CONTAMINATION		ASSESSMENT
Canterbury Regional Policy Statement			
110	Objective 17.2.1	Protection of people and the environment from both on-site and off-site adverse effects of contaminated land.	Consistent. Contaminated land on the Site which cannot be repurposed for recreation reserves will either be remediated or removed prior to the commencement of earthworks within the affected areas, and will be managed in accordance with the remedial action plan.
111	Policy 17.3.2	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: 1. a site investigation is to be undertaken to determine the nature and extent of any contamination; and 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 or mitigated in a manner that does not lead to further significant adverse effects.	Consistent. A combined Preliminary Site Investigation and Detailed Site Investigation has been undertaken to determine the nature and extent of any contamination and to inform an appropriate management response. Where affected soils cannot remain safely on Site for the proposed end use, they will be remediated, managed and/or removed so that contamination does not pose a significant risk to human health or the environment and does not result in inappropriate off-site discharges.
112	Policy 17.3.3	Where land has been identified as being contaminated, contaminants should only be allowed to remain in the ground if discharges of contaminants beyond the site to air, water or land will not result in significant risk to human health or the environment.	
LWRP			
113	Objective 3.23	Soils are healthy and productive, and human-induced erosion and contamination are minimised.	Consistent. Refer rows #110-112 and #114-116.

Partially Operative Selwyn District Plan			
114	Objective CL-O1	Human health and the environment are protected from the adverse effects of the use of contaminated land.	Consistent. A best practice approach has been adopted to the investigation of contamination risk on the Site. Those investigations have confirmed the existence of contamination in parts of the Site, and where the contaminated soil cannot be repurposed within the Site it will either be remediated or removed in accordance with a remedial action plan. Through these initiatives, the Project will protect the health of people and the environment from the effects of contaminated land.
115	Policy CL-P1	Require any proposal for subdivision, development, or use of contaminated land or potentially contaminated land to apply a best practice approach to investigate the risks, and either remediate the contamination or manage activities on contaminated land to protect people and the environment.	
116	Policy CL-P2	Use and development of remediated contaminated land does not damage or destroy any containment works, unless comparable or better containment is provided.	
Mahaanui IMP			
117	Policy P10.1	The management of contaminated land must recognise and provide for specific cultural issues, including: (a) The location of contaminated sites; (b) The nature of the contamination; (c) The potential for leaching and run-off; (d) Proposed land use changes; and (e) Proposed remediation or mitigation work.	Consistent. The proposed remedial action plan for contaminated land identified on the Site will account for these matters. HDL has ensured that its proposed management of contamination on the Site responds to the recommendations Rūnanga Representatives where practicable.
#	TRANSPORT		ASSESSMENT
National Policy Statement for Infrastructure 2025			
118	Objective 1	The objective of the NPS-I is to: (a) ensure the national, regional and local benefits of infrastructure are provided for; (b) enable infrastructure to support the social, economic and cultural wellbeing of people and communities and their health and safety;	Consistent. The Project will deliver key infrastructure (including transport upgrades) that will support the wellbeing of the Darfield community

		(c) enable infrastructure to support the development and change of urban and rural environments to meet the diverse and changing needs of present and future generations; (d) ensure infrastructure is well-functioning, resilient and compatible, as far as practicable, with other activities; and (e) ensure infrastructure is delivered in a timely and efficient manner while managing adverse effects from or on infrastructure.	and their health and safety, and to support the development of the Site as urban zoned land to meet the needs of future residents. The Project will also support the continued functioning of the State Highway and rail network infrastructure adjoining the Site. As outlined in the Integrated Traffic Assessment (Attachment 13) (ITA), a potential upgrade to the SH77 / SH73 intersection is proposed as part of the Project, and appropriate improvements can be accommodated within the available space, with upgrade triggers addressed through conditions of consent.
119	Policy 1 (1), (2)(a),(b), (d), (3)(a)	(1) Decision-makers must ensure that the national, regional or local benefits of infrastructure, relative to any localised adverse effects on the environment, are recognised and provided for. (2) Decision-makers must recognise that the benefits of infrastructure include: (a) providing for the social, cultural and economic wellbeing of present and future generations; (b) creating, supporting and enhancing well-functioning urban and rural environments; (d) providing services that are essential to support human life and the development, growth and functioning of districts, regions, New Zealand and the economy; ... (3) Decision-makers must recognise: the significant risks to, and impacts on, public safety, the wellbeing of people and communities, and the environment that may occur when infrastructure services are compromised; ...	
120	Policy 11 (1)(a),(c)	(1) When assessing and managing the interface between existing and planned infrastructure with other activities, including new or intensified sensitive activities, through planning instruments, decision-makers must: (a) recognise that noise, vibration, dust and visual effects are all typical effects associated with infrastructure activities that can be managed where practicable but not completely avoided; ...	Consistent. The Project includes dedicated measures to ensure that reverse sensitivity effects on key transport infrastructure adjoining the Site are avoided or minimised. As set out in the ITA, those include: • no direct access to SH77 / SH73 from individual lots;

		(c) apply the general principle that the primary responsibility for managing adverse effects is on the new activity (including infrastructure) while allowing flexibility for site- and project-specific circumstances.	• frontage and intersection improvements; • the implementation of a Construction Traffic Management Plan during construction; and • the upgrade to the SH77 / SH73 intersection following development of 550 lots at the Site, if required.
Canterbury Regional Policy Statement			
121	Objective 5.2.3	A safe, efficient and effective transport system to meet local regional, inter-regional and national needs for transport, which: 1. supports a consolidated and sustainable urban form; 2. avoids, remedies or mitigates the adverse effects of transport use and its provision; 3. provides an acceptable level of accessibility; and 4. is consistent with the regional roading hierarchy identified in the Regional Land Transport Strategy.	Consistent. The Project has been designed to support a consolidated and sustainable urban form. Within the Site itself, the roading layout will provide good levels of accessibility to community assets (including open space areas) and is consistent with the regional roading hierarchy. Through the upgrades proposed, the Project will also ensure that any adverse effects of the Project on the efficiency and safety of the surrounding transport network are mitigated. The ITA confirms that the transport effects associated with the proposed subdivision are considered acceptable and less than minor.
122	Policy 5.3.7	In relation to strategic land transport network and arterial roads, the avoidance of development which: 1. adversely affects the safe efficient and effective functioning of this network and these roads, including the ability of this infrastructure to support freight and passenger transport services; and	Consistent. The ITA confirms that other than changes to speed limits, there are no planned upgrades for the State Highway network in the vicinity of the Site.

		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.	Regardless, the Project will avoid adversely affecting the State Highways and the opportunities to develop these roads in future to meet future strategic transport requirements.
123	Policy 5.3.8	Integrate land use and transport planning in a way: 1. that promotes: a. the use of transport modes which have low adverse effects; b. the safe, efficient and effective use of transport infrastructure, and reduces where appropriate the demand for transport; 2. that avoids or mitigates conflicts with incompatible activities; and 3. where the adverse effects from the development, operation and expansion of the transport system: a. on significant natural and physical resources and cultural values are avoided, or where this is not practicable, remedied or mitigated; and b. are otherwise appropriately controlled.	Consistent. The Project includes infrastructure to support active transport modes (including pedestrian and cycleways within the Site and the proposed upgrade of the existing pedestrian connection along Bangor Road). Overall, the Project has been designed to integrate safely and efficiently with the surrounding transport network, as set out in the ITA.
124	Policy 5.3.9(1)	In relation to regionally significant infrastructure (including transport hubs): 1. avoid development which constrains the ability of this infrastructure to be developed and used without time or other operational constraints that may arise from adverse effects relating to reverse sensitivity or safety; ...	Consistent. Refer row #118-119.
Partially Operative Selwyn District Plan			
125	Objective EI-O3	The safe and efficient operation, maintenance, upgrading and security of important infrastructure is not compromised by incompatible activities and reverse sensitivity effects.	Consistent. Refer row #118-119.
126	Objective TRAN-O1	People and places are connected through safe, efficient, and effective land transport corridors and land transport infrastructure for all transport modes, which are well integrated with land use activities and subdivision development, and reduce dependency on private motor vehicles.	Consistent. The subdivision layout and roading network will provide for the safe, efficient and effective movement for a range of transport modes, including walking, cycling and vehicle
127	Objective TRAN-O2	Land transport corridors and land transport infrastructure are protected from incompatible land use activities and subdivision development.	

128	Policy TRAN-P2	Manage any extensions to the District's land transport network to ensure it occurs in an integrated way by: 1. co-coordinating the timing of land use activities and subdivision development with the availability of capacity in land transport corridors; 2. providing a range of travel modes and ensuring these are integrated, including between walking, cycling, public transport, freight and private vehicle modes; and 3. ensuring land use activities and subdivision development do not foreclose on the opportunity for land transport corridors to meet future land transport needs.	movements, in a way that is integrated with the surrounding urban area. The proposed street and movement network can support connected residential blocks, internal permeability, and access between homes, open spaces and the wider township, while also ensuring that the extension of the transport network is coordinated with the development of the Site and does not prejudice future transport options.
129	Policy TRAN-P5	Promote a range of transport options to reduce the number of trips and distances travelled in private motor vehicles by: 1. encouraging land use activities and subdivision development to include connected walking and cycling networks and access to public transport and public transport facilities, including within and between townships; 2. managing the design, layout and function of new land transport infrastructure to ensure they integrate with existing and future land transport corridors; and 3. ensuring land use activities, where necessary, provide an adequate amount of safe, secure and convenient cycle parking.	
130	Policy TRAN-P6	Enable safe, multi-modal connections that support walking, cycling, and access to public transport and public transport facilities through land use activities and subdivision development that: 1. establish levels of service and multi-modal transport options based on the network road classifications, including the provision of strategic level walking and cycling connections where they are identified in Development Plans or ODP; 2. encourage residential blocks to be small, navigable and convenient to move around through legible, convenient and attractive walking and cycling routes to public transport facilities and between residential areas, business centres, community facilities, recreation space and local services; 3. manage the number and design of cul de sacs, rear sites and accessways;	

		4. provide for the interaction between vehicle access and manoeuvring, loading and parking areas when determining on-site pedestrian and cycling routes; and 5. align street layouts to maximise views and landscape features to promote attractive streets.	
131	Policy TRAN-P7	Recognise and protect the function of the District's land transport network and systems by managing land use activities and subdivision development to ensure the safe and efficient movement of people and goods by: 1. avoiding significant adverse effects and minimising other adverse effects from activities on the safe, efficient and effective operation of land transport corridors and land transport infrastructure, particularly where it may reduce safe and efficient traffic flows within the strategic transport network and links with Christchurch City; 2. ensuring land transport corridors and land transport infrastructure can efficiently and effectively provide for the volume and type of transport movements based on the network road classifications; and 3. requiring the design, positioning, and maintenance of accessways, corner splays, vehicle crossings, intersections, footpaths, plantings, and signs to ensure appropriate sightline visibility is provided to road users to support safe and efficient vehicle, pedestrian, and cycle movements.	Consistent. The design and location of the access points to the Project are intended to recognise and protect the function of both the road and rail networks so that safe and efficient transport movement is maintained. In particular, the Project will ensure that access arrangements, sightlines, internal circulation and the relationship of new residential development to SH77 are appropriately managed so that transport efficiency and safety are not undermined.
132	Policy TRAN-P8	Recognise and protect rail networks and systems by managing land use activities and subdivision development to ensure the safe and efficient movement of people and goods by: 1. managing adverse effects of activities on rail networks and systems, while encouraging land use activities and subdivision development that support the movement of people and goods via rail; 2. managing the location of buildings, structures or trees to ensure they do not impair the visibility of motorists, pedestrians, cyclists, or train drivers within the sightlines of railway lines at road/rail crossings; 3. controlling the design and location of land use activities and subdivision development to reduce the need for pedestrians, cyclists, motorists, or other road users from crossing railway lines; and 4. encouraging the movement of freight via rail as a viable alternative to road transportation.	

133	Policy TRAN-P11	Manage vehicle access, vehicle crossings and manoeuvring areas to maintain the safe and efficient operation of land transport corridors and land transport infrastructure by: 1. requiring all sites to have access to a road and to ensure that this access is constructed to the appropriate formation standards and is compatible with the network road classification; 2. avoiding the need to reverse vehicles onto the strategic transport network; 3. avoiding the establishment of new accessways and vehicle crossings to roads that require access across a rail line; and 4. minimising the need to reverse onto Collector Roads through the provision of appropriate on-site manoeuvring areas.	Consistent. The vehicle accesses, crossings and manoeuvring areas will achieve these outcomes. The ITA confirms that the access arrangements provided as part of the Project are considered appropriate for the anticipated residential traffic volumes and for supporting safe and efficient movement by vehicles, pedestrians and cyclists; and that none of the lots will have direct access or vehicle crossings to either SH77 or SH73.
#	NATURAL CHARACTER		ASSESSMENT
Partially Operative Selwyn District Plan			
134	Objective NATC-O1	The natural character of surface water bodies and their margins is preserved and enhanced where appropriate.	Consistent. The Project recognises the significance of surface water bodies and their margins as contributors to natural character, ecological function and Ngāi Tahu cultural values. The Project will enhance the Waterways, manage the location and form of development to avoid adversely affecting the Waterways, and will minimise adverse effects associated with earthworks and planting. Through these actions, the Project will support the preservation and enhancement of natural character in a manner that is proportionate to the development proposed.
135	Objective NATC-O2	The relationship of tangata whenua and their traditions, values and interests associated with water bodies are recognised and provided for.	
136	Policy NATC-P1	Recognise the natural character qualities of surface water bodies and their margins described in NATC-SCHED4 - Natural Character Qualities of Surface Water Bodies and preserve and protect those qualities, and Ngāi Tahu cultural values, from inappropriate subdivision, use and development by: 1. enabling opportunities to restore and rehabilitate the natural character of surface water bodies and their margins and supporting initiatives for the regeneration of indigenous biodiversity values and cultural values; and 2. prioritising the maintenance or enhancement of those qualities and values at a scale proportional to the adverse effects of the subdivision, use or development; and 3. except for important infrastructure managed under EI-P2 and land transport infrastructure managed under TRAN-P13: a. ensuring that subdivisions, earthworks, buildings, structures, vegetation planting and signs do not adversely affect taonga	

		species, mahinga kai or Ngāi Tahu customary uses and other cultural values; b. ensuring that the location, intensity, scale and form of subdivision, earthworks, buildings, structures, vegetation planting and signs on surface water bodies and/or their margins recognises and preserves the natural character of the surface water body; c. minimising, to the extent practicable, indigenous vegetation clearance and modification (including earthworks, disturbance and structures) near surface water bodies and their margins.	
#	WATER INFRASTRUCTURE		ASSESSMENT
National Policy Statement for Infrastructure			
137	Objective 1	Refer row #118 above.	Consistent. The Project will deliver key infrastructure that will support the wellbeing of the Darfield community and their health and safety, and to support the development of the Site as urban zoned land to meet the needs of future residents. The Project will also support the continued functioning of the Council’s reticulated wastewater and water supply network. Through the dedicated noise treatment measures proposed, the Project will not compromise the continued functioning of the State Highways and Midland Railway line.
138	Policy 1 (1), (2)(a),(b), (d), (3)(a)	Refer row #119 above.	

Canterbury Regional Policy Statement			
139	Policy 5.3.2(3)	To enable development including regionally significant infrastructure which: ... 3. integrate with: a. the efficient and effective provision, maintenance or upgrade of infrastructure; and b. transport networks, connections and modes so as to provide for the sustainable and efficient movement of people, goods and services, and a logical, permeable and safe transport system.	Consistent. As outlined in the Infrastructure Assessment (Attachment 4), the Project will be serviced in a timely and efficient manner by appropriate sewage, stormwater and potable water infrastructure, and it will not constrain the functioning of existing infrastructure or the future upgrading of infrastructure.
140	Policy 5.3.5	Within the wider region, ensure development is appropriately and efficiently served for the collection, treatment, disposal or re-use of sewage and stormwater, and the provision of potable water, by: 1. avoiding development which will not be served in a timely manner to avoid or mitigate adverse effects on the environment and human health; and 2. requiring these services to be designed, built, managed or upgraded to maximise their on-going effectiveness.	
141	Policy 5.3.6	Within the wider region: 1. Avoid development which constrains the on-going ability of the existing sewerage, stormwater and potable water supply infrastructure to be developed and used. 2. Enable sewerage, stormwater and potable water infrastructure to be developed and used, provided that, as a result of its location and design: a. the adverse effects on significant natural and physical resources are avoided, or where this is not practicable, mitigated; and b. other adverse effects on the environment are appropriately controlled. 3. Discourage sewerage, stormwater and potable water supply infrastructure which will promote development in locations which do not meet Policy 5.3.1.	
LWRP			
142	Policy 4.12	There are no direct discharges to surface water bodies or groundwater of: (a) untreated sewage, wastewater (except as a result of extreme weather related overflows or system failures) or bio-solids; (b) solid or hazardous waste or solid animal waste;	Consistent. The Project will not result in any direct discharges of the matters listed in (a) –

		(c) animal effluent from an effluent storage facility or a stock holding area; (d) organic waste or leachate from storage of organic material; and (e) untreated industrial or trade waste.	(e) to surface water bodies or groundwater.
143	Policy 4.13	For other discharges of contaminants into or onto land where it may enter water or to surface water bodies or groundwater (excluding those passive discharges to which Policy 4.26 applies), the effects of any discharge are minimised by the use of measures that: (a) first, avoid the production of the contaminant; (b) secondly, reuse, recovers or recycles the contaminant; (c) thirdly, minimise the volume or amount of the discharge; or (d) finally, wherever practical utilise land-based treatment, a wetland constructed to treat contaminants or a designed treatment system prior to discharge; and (e) in the case of surface water, results in a discharge that after reasonable mixing meets the receiving water standards in Schedule 5 or does not result in any further degradation in water quality in any receiving surface waterbody that does not meet the water quality standards in Schedule 5 or any applicable water conservation order.	Consistent. The Project will not result in any discharges to the Waterways, noting this will be achieved through the implementation of an ESCP during construction and through the conveyance of stormwater away from the Waterways. The direct discharge of stormwater to ground is appropriate in light of the separation from ground level to groundwater, and the water storage and natural treatment capacity of the underlying soils.
144	Policy 4.14	Any discharge of a contaminant into or onto land where it may enter groundwater (excluding those passive discharges to which Policy 4.26 applies): (a) will not exceed the natural capacity of the soil to treat or remove the contaminant; and (b) will not exceed available water storage capacity of the soil; and (c) where meeting (a) and (b) is not practicable, the discharge will: i. meet any nutrient limits in Schedule 8 or Sections 6 to 15 of this Plan; and ii. utilise the best practicable option to ensure the size of any contaminant plume is as small as is reasonably practicable; and - ia. ensure there is sufficient distance between the point of discharge, any other discharge and drinking-water supplies to allow for the natural decay or attenuation of pathogenic micro-organisms in the contaminant plume; and iii. not result in the accumulation of pathogens, or a persistent or toxic contaminant that would render the land unsuitable for agriculture,	

		commercial, domestic, cultural or recreational use or water unsuitable as a source of potable water or for agriculture; and iv. not raise groundwater levels so that land drainage is impeded.	
145	Policy 4.15	In urban areas, the adverse effects on water quality, aquatic ecosystems, existing uses and values of water and public health from the cumulative effects of sewage, wastewater, industrial or trade waste or stormwater discharges are avoided by: (a) all sewage, industrial or trade waste being discharged into a reticulated system, where available; (ab) all stormwater being discharged to land or into reticulated system, where a reticulated system is available; (b) all stormwater being discharged in accordance with a stormwater management plan, where one has been consented; (c) the implementation of contingency measures to minimise the risk of a discharge from a wastewater reticulation system to surface water in the event of a system failure or overloading of the system beyond its design capacity; and (d) any reticulated stormwater or wastewater system installed after 11 August 2012 is designed and managed to avoid sewage discharge into surface water.	
146	Policy 4.17	Stormwater run-off volumes and peak flows are managed so that they do not cause or exacerbate the risk of inundation, erosion or damage to property or infrastructure downstream or risks to human safety.	
Partially Operative Selwyn District Plan			
147	Policy UG-P12	Ensure the zoning of land to extend township boundaries to establish new urban areas demonstrates how it will integrate with existing urban environments, optimise the efficient and cost-effective provision of infrastructure and public transport, and protect natural and physical resources, by: 1. aligning the zoning, subdivision, and development with network capacity and availability of existing or planned infrastructure and public transport services, including through the staging of development; 2. avoiding adverse effects on the groundwater and surface water resource by requiring connections to reticulated water, wastewater, and stormwater networks where they are available, or where they are not available by demonstrating that the necessary discharge approvals can be	Consistent. As outlined in the Infrastructure Assessment (Attachment 4), the Project will be serviced in a timely and efficient manner by appropriate sewage, stormwater and potable water infrastructure, and it will not constrain the functioning of existing infrastructure or the future upgrading of infrastructure.

		obtained for all on-site wastewater and stormwater treatment and disposal facilities; 3. ensuring the land is located where solid waste collection and disposal services are available or planned; 4. prioritising accessibility and connectivity within and between the land to be zoned and adjoining neighbourhoods, commercial centres, open space reserves, and community facilities, including education providers, public reserves, and health services; and 5. requiring safe, attractive and convenient land transport infrastructure that promotes walking, cycling, and access to public transport and public transport facilities, to encourage energy efficiency and improve peoples' health and wellbeing.	
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