

1.0 Greater Christchurch Spatial Framework (Urban Growth / Spatial Strategy)

The application site is located in Halswell, which forms part of the wider Greater Christchurch urban area. The Greater Christchurch spatial planning framework, including the Greater Christchurch Partnership and the Future Development Strategy (FDS), provides strategic direction for urban growth across Christchurch City, Selwyn District and Waimakariri District. Key strategic outcomes include:

- Consolidation of growth within and adjoining existing urban areas;
- Efficient use of existing and planned infrastructure;
- Integration of land use with transport networks; and
- Avoidance of unplanned and dispersed rural lifestyle development.

Halswell is identified as an area that has experienced significant residential growth over the past decade and continues to function as an important greenfield growth area within Christchurch's south-western urban sector. The application site is located directly adjacent to the existing residential urban area and forms part of the logical outward expansion of Halswell. Development of the site for residential activities is consistent with the spatial strategy direction of planned urban consolidation and integrated growth, rather than sporadic rural fragmentation. The proposal represents a logical rounding-off of the existing urban edge, enabling urban expansion in a coordinated and master-planned manner.

The site is also well positioned to integrate with existing infrastructure and transport networks, including connections to Richmond Avenue, Halswell Junction Road and the wider Christchurch transport network, along with existing walking, cycling and public transport connections serving the Halswell area. This ensures that growth can occur in a location where infrastructure can be efficiently extended and utilised. In addition, the infrastructure assessment confirms that the site can be serviced through extensions to existing three waters networks. Water supply can be provided from the reticulated Christchurch network, with capacity available to service the proposed development subject to detailed design. Wastewater servicing can be achieved via connection to the existing reticulation system, with flows conveyed to the Christchurch wastewater treatment plant, again subject to standard upgrades and design at subdivision stage. Stormwater will be managed through an integrated approach incorporating attenuation, treatment and conveyance systems that respond to the site's catchment context.

In addition, economic analysis prepared for the proposal identifies a constrained supply of greenfield residential land within Christchurch, particularly in the Halswell area where demand for standalone housing remains strong. The proposed development will therefore contribute to increasing residential development capacity and housing supply within the Greater Christchurch urban area.

On this basis, the proposal aligns with the spatial planning direction for Greater Christchurch by enabling planned, infrastructure-supported urban growth contiguous with the existing urban environment, while avoiding the adverse outcomes associated with dispersed rural lifestyle subdivision.

2.0 Canterbury Regional Policy Statement

The Canterbury Regional Policy Statement (CRPS) provides the regional framework for managing land use, infrastructure and urban development across Canterbury. Within Greater Christchurch, the CRPS establishes a strategic approach to urban growth through Chapter 6 (Recovery and Rebuilding of Greater Christchurch) and the broader provisions of Chapter 5 (Land Use and Infrastructure).

The proposal to enable residential development at John Paterson Drive, Halswell is consistent with the CRPS direction to enable recovery, development and future growth through an integrated land use and infrastructure framework. CRPS Objective 6.2.1 anticipates that development will occur within Greater Christchurch through a coordinated framework that supports urban growth and high-quality urban environments. The proposal also aligns with CRPS Objective 6.2.2 (Urban form and settlement pattern), which seeks to provide sufficient land for urban growth while achieving a consolidated urban form and avoiding unplanned expansion. The application site is located on the south-western urban edge of Christchurch within the Halswell area, which has experienced significant residential development over the past decade. The site is directly adjacent to existing residential neighbourhoods and therefore represents a logical and contiguous extension of the urban area, rather than isolated or dispersed rural-residential development.

The infrastructure assessment confirms that the site can be efficiently serviced through extensions to existing networks. Water supply can be provided from the Christchurch reticulated network, with sufficient capacity available subject to detailed design. Wastewater servicing can be achieved through connection to the existing reticulation system, with flows conveyed to the Christchurch wastewater treatment plant. These services can be extended in a coordinated manner alongside development, supporting efficient infrastructure provision and aligning with the CRPS emphasis on integrated land use and infrastructure planning.

A central theme of Chapter 6 of the CRPS is integrated planning between land use and infrastructure to ensure efficient and resilient urban development. The proposal provides for coordinated roading connections via Richmond Avenue and John Paterson Drive, together with internal roads, walking and cycling links and integrated stormwater management. These elements support the CRPS outcome of coordinated land use and infrastructure planning within Greater Christchurch.

The CRPS also recognises that unmanaged development at the urban edge, particularly rural-residential subdivision, can generate reverse sensitivity effects and undermine rural character. The proposal instead provides for a comprehensively planned residential neighbourhood, which enables a clearer and more appropriate transition between urban and rural environments and avoids the incremental fragmentation that can occur through ad hoc rural lifestyle development.

Overall, the proposal is consistent with the strategic direction of the CRPS by:

- Enabling housing growth within a logical and contiguous expansion of the Halswell urban area;
- Supporting a consolidated and well-planned urban form within Greater Christchurch;
- Promoting integrated planning of land use, transport and infrastructure networks; and
- Managing the urban–rural interface more effectively than dispersed rural-residential development.

On this basis, the proposal aligns with the CRPS framework for managing urban growth within Greater Christchurch.

3.0 Canterbury Land and Water Regional Plan

The proposal is generally consistent with the Canterbury Land and Water Regional Plan (CLWRP) for the following reasons.

The development adopts an integrated approach to land and water management (Objectives 3.1–3.2) by responding to the presence of Knights Stream along the southern and eastern boundaries of the site. The subdivision layout incorporates riparian setbacks, stormwater management infrastructure, and open space corridors that recognise and protect freshwater values while maintaining hydrological and ecological functioning. This approach aligns with Policies 4.1–4.3, which promote the integrated management of land use activities and freshwater resources.

The proposal supports planned urban growth in a manner consistent with Objectives 3.3, 3.5 and 3.11. The site represents a logical extension of the existing Halswell urban area and will be serviced by reticulated three waters infrastructure, consistent with Policy 4.15. The use of integrated stormwater management systems, including wetlands, basins and treatment devices, will ensure that adverse effects on water quality and public health are appropriately managed.

Objectives relating to freshwater quality and ecosystem health (3.6–3.10, 3.14–3.19) are addressed through Policies 4.12–4.14 and 4.16–4.17. The proposal incorporates a treatment-train approach to stormwater management, including attenuation, filtration and land-based treatment systems, to manage contaminant discharge and maintain or improve receiving environment outcomes. The integration of green infrastructure and riparian margins will further enhance ecological values and water quality. The proposal is also consistent with Objectives 3.24 and Policies 4.84–4.85 by incorporating a network of reserves, wetlands and green corridors throughout the development. These features not only support stormwater management but also enhance biodiversity, amenity and the relationship between the urban environment and natural water bodies. The integrated open space and stormwater network contributes to a cohesive neighbourhood structure.

The proposal also responds to natural hazard considerations, including flood risk and geotechnical constraints (Objectives 3.21–3.22), through Policies 4.17, 4.18 and 4.20. Preliminary geotechnical investigations identify generally suitable ground conditions for residential development, subject to further detailed investigation, with liquefaction risk and lateral spreading potential able to be appropriately managed through design, setbacks from Knights Stream, and engineering solutions. Earthworks, finished floor levels and stormwater design will ensure that downstream flooding, erosion and sediment discharge effects are avoided or minimised.

Objectives relating to soil quality and contamination (Objective 3.23) are addressed through Policies 4.18 and 4.19. Historical land uses indicate the potential for contamination in parts of the site, which will be investigated through a DSI and, where necessary, remediated to ensure no adverse effects on human health or water quality.

Overall, the proposal gives effect to the intent of the CLWRP by adopting an integrated, infrastructure-led and environmentally responsive design. Any potential adverse effects on freshwater systems, natural

hazards and land quality can be appropriately avoided, remedied or mitigated through detailed design and implementation at subsequent subdivision and development stages.

4.0 Canterbury Air Regional Plan (CARP)

The CARP includes objectives and policies to ensure that air quality protects human health, environmental values (including mauri), cultural values of Ngāi Tahu, and the amenity of the receiving environment, while ensuring that discharges are appropriately located and managed in relation to sensitive activities.

The objectives are supported by policies that require discharges to air to avoid adverse effects on human health, ecosystems, visibility, and property; recognise air as a taonga to tangata whenua; and minimise both individual and cumulative effects through good environmental practice and the adoption of the best practicable option. Policies also direct that new discharges are appropriately located and separated from sensitive activities, and that effects are managed where ambient air quality is degraded or where land use change increases sensitivity of the receiving environment.

The proposal is considered to be consistent with the objectives and policies within the CARP. The discharges of dust into air as a result of the proposed earthworking operations will not cause the following if the activity is undertaken in accordance with the ESCP:

- Adverse effects on human health and wellbeing;
- Significantly diminish visibility;
- Corrosion or significant soiling of structures or property;
- Adverse effects on the mauri/life supporting capacity of ecosystems, plants, or animals.

5.0 Christchurch District Plan

5.1 Strategic Directions (Chapter 3)

The proposal is consistent with the Strategic Directions objectives of the Christchurch District Plan. It will enable a significant increase in housing capacity (approximately 500+ residential units) on land contiguous with the existing Halswell urban area, contributing to meeting anticipated housing demand and supporting a well-functioning urban environment (Objectives 3.3.1, 3.3.4 and 3.3.7). The development represents a logical and consolidated urban extension, integrating with existing infrastructure networks, transport connections and surrounding residential areas, thereby supporting efficient and coordinated growth (Objectives 3.3.8 and 3.3.13). The masterplanned approach provides for internal connectivity, active transport links, and infrastructure extensions that optimise existing investment. Natural hazard and environmental matters, including flood risk and effects on waterways such as Knights Stream, can be appropriately managed through design responses including setbacks, stormwater infrastructure and mitigation measures (Objectives 3.3.6 and 3.3.9). Ecological values are generally low and can be enhanced through riparian restoration. The proposal also supports economic activity through construction and increased population supporting local services (Objective 3.3.5) and provides opportunity to recognise Ngāi Tahu values through ongoing engagement and incorporation of culturally responsive design (Objective 3.3.3). Overall, the proposal aligns with the intent of the Strategic Directions by enabling coordinated urban

growth, supporting housing supply and choice, integrating infrastructure, and appropriately managing environmental effects.

5.2 Natural Hazards (Chapter 5)

The application site is located within areas identified in the CDP as being subject to liquefaction as it is located within the Liquefaction Management Area (LMA). Any subdivision and residential development must therefore demonstrate that any liquefaction hazard risk is appropriately managed in accordance with the objectives and policies at Clause 5.2. The relevant policies require that subdivision and development avoid, remedy or mitigate natural hazard risks so that risk to people and property is not increased or transferred, and that residual risk is appropriately managed. The framework anticipates that development can occur where hazards, including liquefaction, are appropriately identified and mitigated.

The proposal adopts a design-led approach to managing natural hazard risk. Flood risk associated with Knights Stream and the surrounding drainage network will be addressed through detailed modelling at the substantive stage. Development will avoid higher-risk flood areas where practicable, with these areas incorporated into open space and stormwater corridors. Stormwater infrastructure will be designed to maintain pre-development runoff rates and retain overland flow paths, ensuring no increase in off-site flood risk. Finished floor levels will be set above design flood levels with appropriate freeboard to manage residual risk. Geotechnical investigations confirm that the site comprises typical alluvial soils with some liquefaction susceptibility. However, these conditions are common in Christchurch and can be effectively managed through established engineering solutions, including ground improvement and appropriate foundation design. Overall, subject to detailed design at subdivision stage, natural hazard risks can be appropriately mitigated, and the proposal is consistent with the objectives and policies of Chapter 5.

5.3 Water Body Setbacks (Chapter 6)

The site contains and adjoins Knights Stream and is therefore subject to the water body setback provisions. The objective and policies of Section 6.6.2 seek to protect the natural character, ecological values, water quality, flood conveyance capacity and functional integrity of rivers and streams by maintaining appropriate setbacks from subdivision and development. The proposal responds to these provisions by incorporating riparian setback corridors into the proposed scheme layout. Residential building platforms will be located outside the required setback areas, with stream margins incorporated into open space or reserve areas. These corridors will provide protection for water quality and ecological values while maintaining flood conveyance capacity. The ecological assessment confirms that waterways within the site can be appropriately managed through setbacks and mitigation measures and that no natural inland wetlands are present within the site. Compared with the existing rural land use, which provides limited riparian management, the proposed development provides opportunity for enhanced riparian planting and improved stormwater treatment outcomes. Accordingly, the proposal is consistent with the objectives and policies of Section 6.6.2 relating to water body setbacks.

5.4 Transport (Chapter 7)

Chapter 7 of the Christchurch District Plan seeks to provide a safe, efficient and integrated transport network that supports urban growth while enabling a range of transport choices. The proposal will be accessed from the surrounding road network via connections to Richmond Avenue and the existing John Paterson Drive

corridor. These connections provide access to the wider transport network including Halswell Junction Road and the Christchurch Southern Motorway. The proposed subdivision layout will incorporate a coherent internal roading network that distributes traffic movements and connects with the surrounding street network. The development also provides opportunity to improve walking and cycling connectivity within the Halswell area. Shared path connections and footpaths will be incorporated within the subdivision layout, linking the site with existing pedestrian and cycle routes and improving access to local services, schools and public transport. Transport assessment undertaken for the proposal indicates that the surrounding road network has capacity to accommodate traffic generated by the development, with appropriate intersection design and network integration. The proposal therefore supports the objectives and policies of Chapter 7 by providing safe access, integrating with the existing transport network, and supporting active transport connectivity.

5.5 Subdivision, Development and Earthworks (Chapter 8)

The objectives and policies within Chapter 8 seek to ensure that subdivision, development and associated earthworks achieve high quality urban design outcomes, integrate infrastructure efficiently and manage environmental effects. The proposal adopts a comprehensive master-planned approach to subdivision design. The indicative layout provides a coherent internal street network connected to Richmond Avenue and John Paterson Drive and integrated with surrounding residential areas. This approach promotes permeability, legible urban form and coordinated development. Infrastructure, including three waters services and stormwater management systems, will be delivered in conjunction with subdivision staging to ensure efficient servicing and avoid fragmented development patterns. Earthworks required to establish building platforms and infrastructure will be managed through detailed engineering design and erosion and sediment control measures to protect adjacent waterways. Riparian corridors and open space areas associated with Knights Stream will be retained and incorporated into the subdivision layout. Subject to detailed subdivision consent documentation confirming compliance with earthworks controls, stormwater management standards and infrastructure design requirements, the proposal is consistent with the objectives and policies of Chapter 8 of the CDP.

5.6 Rural Urban Fringe Zone (Chapter 17)

The application site is currently zoned Rural Urban Fringe under the Christchurch District Plan (CDP). This zone applies to land located at the edge of the urban area that is rural in character but strategically positioned adjacent to existing urban development and capable of accommodating future urban growth. The objectives and policies within Chapter 17 which seek to maintain the productive capacity of rural land, manage reverse sensitivity effects and protect rural character and amenity.

While the proposal involves the conversion of Rural Urban Fringe land to residential use, the site is located directly adjacent to the existing urban edge of Halswell and is contiguous with established residential development. In this context the land functions as urban fringe land rather than forming part of a large cohesive rural production landscape.

The highly productive land assessment identifies constraints affecting the productive viability of the site, including scale limitations and the influence of surrounding urban development. The proposal will not result in fragmentation of a wider rural production block, nor will it generate reverse sensitivity effects for intensive rural activities, as surrounding land uses are predominantly residential or rural lifestyle in character. Although development will alter the existing rural character of the site, this change occurs within the context

of the established urban edge and represents a logical extension of the Halswell urban area rather than dispersed rural development.

When considered in its urban-edge context and alongside the strategic direction for housing supply and urban consolidation, the proposal does not undermine the intent of the Rural Urban Fringe zone provisions and is considered consistent with the broader objectives and policies of Chapter 17.

6.0 Mahaanui Iwi Management Plan 2013 (IMP)

The proposal is generally consistent with the objectives and policies of the IMP. Subject to ongoing engagement with iwi and incorporation of their input, the development provides an opportunity to enhance riparian condition, improve stormwater management, protect groundwater, maintain fish passage and recognise cultural values within the Huritini catchment.

6.1 Section 5.1 – Rangatiratanga

The proposal has been structured as a comprehensive master-planned development, and the applicant has initiated engagement with both Whitiara and Mahaanui Kurataiao Ltd (MKT) to provide opportunity for iwi input into matters such as stormwater management, riparian restoration, open space design and landscape treatment. This ongoing consultation will ensure that cultural values associated with the application site and the wider catchment are identified and appropriately addressed. By incorporating engagement with mana whenua during the design phase rather than addressing cultural matters retrospectively, the proposal aligns with the intent of Section 5.1 to give practical effect to rangatiratanga in resource management processes.

6.2 Section 5.2 – Ki Uta Ki Tai

The site is located within the Huritini (Halswell River) catchment, with waterways within the area ultimately discharging toward Te Waihora/Lake Ellesmere. The proposal retains all natural waterways and avoids any river reclamation. Waterways within and adjoining the site include Knights Stream and associated drainage channels typical of the Halswell plains environment. Stormwater management will be undertaken within an integrated catchment framework that maintains existing hydrological connections and natural flow paths. Stormwater infrastructure will be designed to treat and attenuate runoff prior to discharge, ensuring that flows are managed within the existing catchment and avoiding unnatural mixing of water between catchments, consistent with Policy WM10.1 which identifies such mixing as culturally inappropriate. Through integrated stormwater design, riparian restoration and open space corridors associated with waterways, the proposal reflects the Ki Uta Ki Tai principle and aligns with the intent of Section 5.2 to manage land and water as interconnected resources.

6.3 Section 5.3 – Wai Māori

The proposal avoids stream reclamation and provides for riparian setbacks and indigenous planting consistent with WM12.2, which promotes protection and restoration of native riparian vegetation, and WM12.4 which promotes healthy functioning riparian margins in urban environments. Stormwater will be treated prior to discharge through measures such as vegetated swales, attenuation systems and potential wetland treatment areas. This approach aligns with WM6.16, which requires contaminants to be managed on site and at source, and WM6.8 which opposes the discharge of contaminants to water. Subdivision

adjacent to waterways will incorporate setbacks and design controls consistent with WM6.17, which requires stringent and enforceable controls on subdivision and development adjacent to waterways. Riparian restoration and stormwater treatment measures are also consistent with WM6.19 and WM13.3, which promote restoration as a means of improving water quality and maintaining mahinga kai habitat. Aquifer protection measures, including stormwater treatment and careful management of contaminants during construction, are consistent with WM8.6 which recognises aquifers as wāhi taonga requiring protection of groundwater quality. Relative to the existing pastoral land use, which provides limited riparian protection, the proposal provides opportunity to improve riparian margins and enhance management of stormwater discharge within the catchment.

6.4 Section 5.4 – Mahinga Kai

The waterways within and adjacent to the site form part of the wider Huritini catchment and may support indigenous fish species typical of lowland Canterbury streams. The proposal avoids in-stream reclamation and will ensure that any required culverts or infrastructure crossings are designed to maintain fish passage, consistent with WM12.13 which requires structures within waterways to allow for migratory fish movement. Riparian planting and restoration measures will improve habitat conditions along waterway margins. The potential incorporation of stormwater wetlands and vegetated corridors will also contribute to improved ecological function. While the site is currently modified pasture with limited habitat value, the proposed development provides opportunity to enhance ecological values relative to the existing condition through riparian restoration and improved water management.

6.5 Section 5.5 – Wāhi Tapu and Wāhi Taonga

No recorded wāhi tapu sites have been identified within the application site; however, the broader cultural landscape associated with the Huritini catchment is acknowledged. Engagement with mana whenua enables identification of any cultural values associated with the application site and ensure these are appropriately considered in the design and development process. An Accidental Discovery Protocol will be implemented during earthworks to ensure that any archaeological material or cultural artefacts encountered are managed in accordance with iwi expectations and statutory requirements. Through these measures, the proposal aligns with the intent of Section 5.5 to protect wāhi tapu and wāhi taonga.