

1.0 Regional Planning Framework

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

The sites are 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 associated Future Development Strategy) identifies:

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

Halswell and the wider south-west Christchurch area continue to experience significant residential growth and function as a key greenfield expansion area. Franco Farms is located adjacent to existing and consented residential development and represents a logical extension of the urban area. The proposal provides a coherent and master-planned rounding-off of the urban edge, consistent with planned urban consolidation rather than dispersed rural development.

The site is well located to integrate with existing infrastructure and transport networks, with access via Sabys Road and Candys Road connecting to Halswell Road, Halswell Junction Road and the wider network. Walking, cycling and public transport connections are also available in the surrounding area. Infrastructure assessments confirm that the site can be efficiently serviced, with water, wastewater and stormwater able to be provided through extensions to existing networks and integrated stormwater management systems. The proposal will also contribute to increasing housing supply in an area where demand for greenfield residential land remains strong.

Overall, the development aligns with the spatial planning direction for Greater Christchurch by enabling planned, infrastructure-supported urban growth contiguous with the existing urban environment.

1.2 Canterbury Regional Policy Statement

The Canterbury Regional Policy Statement (CRPS) provides the regional land use framework for managing urban growth in Greater Christchurch, particularly through Chapter 6 (Recovery and Rebuilding of Greater Christchurch) and (where relevant) Chapter 5 (Land-use and Infrastructure).

The proposal is consistent with the CRPS direction to enable recovery, development and future growth through an integrated land use and infrastructure framework. In particular, CRPS Objective 6.2.1 anticipates that development is enabled within Greater Christchurch through a framework that identifies priority areas for urban development and supports high-quality urban outcomes.

The proposal also aligns with CRPS Objective 6.2.2 (Urban form and settlement pattern), which seeks an urban form that provides sufficient land for growth while achieving consolidation and intensification and avoiding unplanned expansion. The subject site is located on the south-west Christchurch urban edge in an

area that is already experiencing sustained residential growth, and the proposal represents a logical, contiguous extension of the existing urban area rather than dispersed rural-residential development.

Infrastructure assessments confirm that the site can be efficiently serviced through extensions to existing networks. Water supply can be provided from the Christchurch reticulated system, while wastewater can connect to the existing network with flows conveyed to the Christchurch wastewater treatment plant, both subject to detailed design. Stormwater will be managed through an integrated system incorporating detention, treatment and controlled discharge, reflecting the site's catchment and proximity to Nottingham Stream and the Halswell River. These services can be delivered in a coordinated manner alongside development, supporting efficient infrastructure provision and aligning with the CRPS emphasis on integrated land use and infrastructure planning.

A core theme of Chapter 6 is integrated planning between land use and infrastructure to support efficient, resilient urban development. The proposal's concept design provides for coherent roading connections and integrated stormwater management/blue-green corridors, supporting the CRPS outcomes sought for integrated development within Greater Christchurch. The CRPS recognises that unmanaged rural-residential/urban edge development can generate reverse sensitivity and rural character effects. A comprehensive planned residential outcome (rather than incremental rural-residential fragmentation) supports clearer land use transition and better management of the urban–rural interface consistent with the CRPS approach to managing such effects.

Overall, the proposal is consistent with the CRPS strategic direction for Greater Christchurch by:

- Enabling housing growth within a logical and contiguous urban expansion area;
- Supporting a consolidated and well-planned urban form;
- Promoting integrated land use, infrastructure and stormwater/open space planning; and
- Managing urban-edge effects more effectively than ad hoc rural-residential outcomes.

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

1.3 Canterbury Land and Water Regional Plan

The proposal is generally consistent with the objectives and policies of the Canterbury Land and Water Regional Plan (CLWRP) and gives effect to the relevant strategic and operational policies.

The development reflects the integrated management of land and water (Objectives 3.1–3.2) and aligns with Policies 4.1–4.3 by recognising the presence of the Halswell River, Nottingham Stream and associated waterways, and incorporating setbacks, stormwater treatment and an integrated subdivision layout to manage effects on freshwater systems and maintain ecological and hydrological functioning. The proposal also incorporates riparian margins, wetlands and green infrastructure as part of the stormwater and subdivision design, enhancing water quality, biodiversity and amenity values.

The proposal supports urban growth and infrastructure provision in accordance with Objectives 3.3, 3.5 and 3.11, and is consistent with Policy 4.15, which promotes reticulated wastewater and stormwater systems in urban areas. The use of integrated, reticulated servicing and stormwater management planning will ensure that adverse effects on water quality and public health are avoided. Objectives and policies relating to

freshwater quality and ecosystem health which require avoidance or minimisation of contaminant discharges, implementation of treatment systems, and management of stormwater quality and flows. The proposal adopts a treatment-train approach (e.g. basins, wetlands and land-based treatment), ensuring that discharges are managed in accordance with best practicable options and do not degrade receiving environments.

Flood risk, erosion and land stability (Objectives 3.21–3.22) are appropriately addressed through Policies 4.17, 4.18 and 4.20, which require stormwater flows, earthworks and land disturbance to avoid or minimise downstream flooding, erosion and sediment discharge. The proposal incorporates flood mitigation, finished ground levels, and erosion and sediment controls to ensure effects are appropriately managed.

Objectives relating to soil health and contamination are further addressed through Policies 4.18 and 4.19, which require earthworks and contaminated land to be managed to avoid adverse effects on water quality. Any contaminated land will be investigated and remediated as necessary, ensuring no adverse effects on groundwater or surface water.

Overall, the proposal is consistent with the intent of the LWRP Objectives and gives effect to the relevant policies 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 the subdivision and consenting stage.

1.4 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.

1.5 Partially Operative Selwyn District Plan (Appeals Version)

1.5.1 Strategic Directions

The proposal aligns with the Strategic Directions by delivering a masterplanned residential extension at the urban edge, supporting connected, safe and accessible communities (SD-DI-O1) and efficient use of land and infrastructure (SD-DI-O2). An integrated land and water approach is demonstrated through the Infrastructure Report and ecological assessments, with riparian setbacks, stormwater treatment and attenuation, and protection of overland flow paths (SD-DI-O3, SD-DI-O4). The proposal contributes to a well-functioning urban environment (SD-UFD-O1–O4) by providing additional housing capacity in a serviced location, with coordinated infrastructure delivery confirmed through the Infrastructure Report and transport integration supported by the Abley Transport Assessment. Natural hazard risks are addressed through flood-responsive design and geotechnical inputs (KGA Geotechnical), while infrastructure constraints are incorporated into the layout. Overall, the proposal consolidates urban growth and integrates land use, infrastructure and environmental management.

1.5.2 Energy, Infrastructure and Transport

Infrastructure assessments confirm the site can be serviced through extensions to existing networks, with water, wastewater and stormwater addressed through the Infrastructure Report. Stormwater will be managed through integrated detention and treatment systems aligned with the site's catchment. Transport effects have been assessed by Abley, confirming the development can be accommodated within the wider network, with a connected internal layout supporting walking and cycling. Overall, infrastructure and transport effects can be appropriately managed and coordinated with development.

1.5.3 Hazards and Risks

Natural hazard risks, including flooding and liquefaction, are assessed through the Infrastructure Report and geotechnical investigations. The proposal adopts a risk-based approach, incorporating setbacks, stormwater attenuation, overland flow paths and appropriate finished floor levels. Geotechnical recommendations confirm that liquefaction and lateral spreading risks can be managed through design and foundation solutions. Hazard management functions are maintained, and risks to people and property can be appropriately avoided or mitigated.

1.5.4 Historic and Cultural Values

Parts of the site are subject to SASM37 (Ngā Wai Overlay) relating to Knights Stream and the Halswell River, which are culturally significant to Ngāi Tahu. The proposal avoids direct disturbance to any identified wāhi tapu or wāhi taonga and will incorporate setbacks, riparian margins and esplanade reserves along waterways. This is consistent with SASM-O1 and SASM-P1, ensuring cultural values are recognised and protected. Adverse effects on waterways will be appropriately managed through ESCP, stormwater treatment and protection of riparian margins, consistent with SASM-P2. Engagement with the relevant rūnanga is ongoing, consistent with SASM-P4. Overall, the proposal is consistent with the SASM provisions through avoidance of effects and protection of culturally significant waterways.

1.5.5 Subdivision

The proposal provides a comprehensive masterplanned subdivision, supported by technical assessments, including infrastructure, transport and ecological reporting. The layout integrates infrastructure, open space

and stormwater management, while protecting waterways through riparian setbacks and corridors. Connectivity and accessibility are achieved through a coherent internal street network.

1.5.6 Earthworks

Earthworks will be undertaken in accordance with geotechnical recommendations and best-practice erosion and sediment control measures. The Infrastructure and Geotechnical Reports confirm that earthworks can be managed to maintain land stability, protect waterways and avoid adverse effects.

1.5.7 Urban Growth

The proposal represents a logical extension of the urban area and is supported by infrastructure and transport assessments confirming servicing and accessibility. It provides additional housing capacity in a high-growth area, consistent with the objective of maintaining sufficient development capacity.

1.5.8 General Rural Zone

While zoned General Rural, the site's urban-edge context and supporting technical assessments demonstrate it is suitable for coordinated urban development. The proposal avoids rural fragmentation and reverse sensitivity effects through setbacks, design controls and integrated planning.

1.6 Christchurch District Plan

1.6.1 Strategic Directions (Chapter 3)

The proposal aligns with the Strategic Directions by enabling additional housing capacity on land contiguous within southwest Christchurch urban edge, supporting a well-functioning urban environment (Objectives 3.3.1, 3.3.4 and 3.3.7). It represents a logical and consolidated urban extension, integrating with existing infrastructure and transport networks, as confirmed by the Infrastructure Report and Abley Transport Assessment (Objectives 3.3.8 and 3.3.13).

A masterplanned layout provides for internal connectivity, active transport and coordinated infrastructure delivery. Natural hazard and environmental matters, including flooding and waterways such as Nottingham Stream and the Halswell River, are addressed through flood-responsive design, stormwater infrastructure and riparian setbacks (Objectives 3.3.6 and 3.3.9). Ecological values can be maintained and enhanced through riparian restoration, as identified in the Ecological Assessment.

1.6.2 Natural Hazards (Chapter 5)

The site is located within the Liquefaction Management Area. The geotechnical report confirms that liquefaction and lateral spreading risks are typical of the area and can be managed through setbacks, ground improvement and foundation design. Flood risk is addressed through a design-led approach incorporating setbacks from waterways, retention of overland flow paths, stormwater management systems and appropriate finished floor levels, as outlined in the Infrastructure Report. Overall, natural hazard risks can be appropriately avoided or mitigated, consistent with Chapter 5.

1.6.3 Water Body Setbacks (Chapter 6)

The proposal incorporates riparian setback corridors along Nottingham Stream, Knights Stream, Halswell River and the Creamery Drain within proposed open space and stormwater reserve areas. The Ecological Assessment confirms that waterways can be protected and enhanced through setbacks and planting, with no natural inland wetlands identified. The proposal will improve riparian condition and water quality relative to the existing rural land use.

1.6.4 Transport (Chapter 7)

Access will be provided via Sabys Road and Candys Road, connecting to Halswell Road and the wider network. The Abley Transport Assessment confirms the surrounding network can accommodate the development, with a connected internal layout supporting safe access, permeability and walking and cycling connectivity.

1.6.5 Subdivision, Development and Earthworks (Chapter 8)

The proposal adopts a comprehensive masterplanned subdivision with a coherent street network and integrated infrastructure. Servicing, including stormwater management, will be delivered in a coordinated manner as confirmed by the Infrastructure Report. Earthworks will be undertaken in accordance with geotechnical recommendations and erosion and sediment control measures.

1.6.6 Rural Urban Fringe Zone (Chapter 17)

While zoned Rural Urban Fringe, the site is located at the urban edge and adjoins existing and consented residential development. The objectives and policies of Chapter 17 seek to manage the transition between rural and urban environments, including maintaining rural character, protecting productive land, and avoiding reverse sensitivity effects. While the proposal involves the conversion of Rural Urban Fringe land to residential use, the site is located at the established urban edge adjoining existing and consented residential development in the southwest area of Christchurch area. In this context, the site functions as urban fringe land rather than forming part of a wider, cohesive rural production landscape. Supporting technical assessments, including the highly productive land and infrastructure reports, identify constraints on the site's productive capacity, including its scale and increasing influence from surrounding urban development. The proposal will not fragment a larger rural production unit, nor create reverse sensitivity effects, as surrounding land uses are predominantly residential or rural lifestyle in nature. Although the proposal will change the existing rural character of the site, this occurs within an established urban-edge context and represents a logical and consolidated extension of the urban area, rather than dispersed rural development. On this basis, the proposal is consistent with the intent of the Rural Urban Fringe provisions and aligns with the broader objectives and policies of Chapter 17.

1.7 South-West Halswell Outline Development Plan, CDP

The residential zoned land at 101 Sabys Road (which is held in the same Record of Title as Lot 2-3 Deposited Plan 58573 and Lot 2-3 Deposited Plan 68573), and which is not part of this referral application, is subject to the 'South West Halswell Outline Development Plan' within the CDP and is located within Area 3 (Figure 14). The ODP identifies the area for residential development, with indicative stormwater facilities located on the western side of Candys Road (i.e. within the rural zoned land and which is part of this referral application). The ODP also shows a recreational route along the site's southern boundary (green dotted line within Figure 14), with future roading connections shown along the site's northern boundary (red arrows within Figure 14). The ODP also shows a pedestrian/cycle link connecting the area to Halswell Road (brown arrow within Figure 14). A stormwater facility has been identified on the land to the west of Candys Road (blue area within Figure 14).

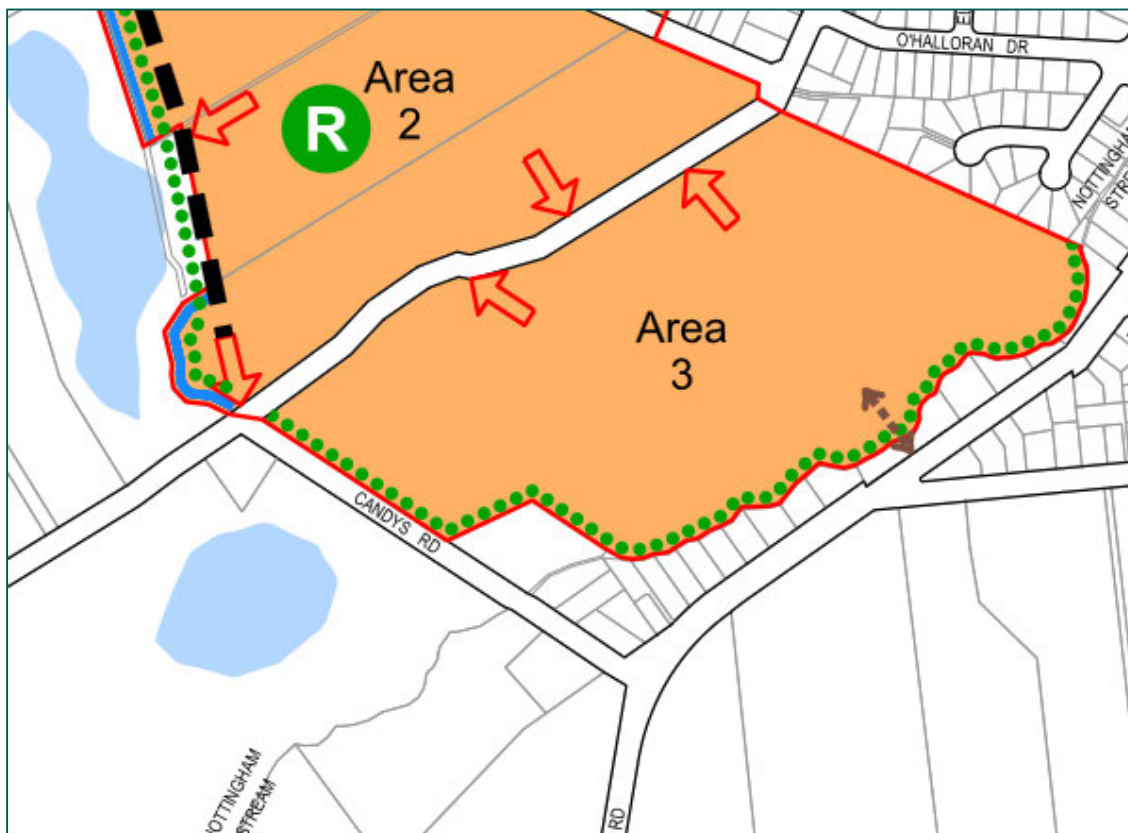


Figure 14: ODP Area

The key design features of the ODP are:

- The new neighbourhood is to be structured around views out to the southwest and south by aligning roads to provide view shafts, stormwater management facilities; and the Nottingham Stream corridor.
- The neighbourhood is to be connected to the communities and facilities of West Halswell to the west and Halswell to the north and east.
- Appropriate boundary treatments are required along the entire length of the ODP boundary to provide a good interface with adjacent roads. The interface treatment will generally be consistent along the length of the road.
- The subdivision design will demonstrate how an appropriate interface treatment is to be achieved between future housing and the following: directly with rural land; Sabys Road stormwater basin; and Nottingham Stream.
- Higher density development is expected to be closer to the collector road, reserves, stormwater facilities or any community facilities.
- Where existing properties are to remain or where the boundary of the RNN abuts properties in the Residential Suburban Zone larger section sizes and planting buffers adjacent to them may be required.
- A recreational route adjacent to the rural boundary and Nottingham Stream.
- A fully interconnected local road network across the neighbourhood and connected to the wider area via existing access points around the perimeter of the ODP in order to integrate the neighbourhood

with the existing Halswell settlement. This network is to achieve a high level of accessibility for people, including opportunities for walking, cycling and public transport.

- More than one road access onto Sabys Road from Area 3, to enable a loop road through the area.
- At least one pedestrian/cyclist access across Nottingham Stream to connect to Halswell Road.
- A stormwater facility to be provided to service Area 3, either within Area 3 or located to the south.
- Water supply infrastructure requirements and any upgrades needed will be determined following the development of a water supply master plan for the Halswell Water Supply Zone.
- Wastewater infrastructure requirements and any upgrades needed will be determined following the development of a wastewater master plan for the South West Halswell ODP area.
- There are no staging requirements other than those relating to the provision of infrastructure. Possible alternative interim infrastructure solutions may be considered at the time of subdivision under Chapter 8, Rule 8.5.1.3 Restricted Discretionary Activity RD2.

While the land subject to this referral is not technically within the Residential New Neighbourhood zoning area covered by the South West Halswell ODP, it is directly adjacent to Area 3 and forms part of the same broader urban edge environment. The proposal has been prepared having regard to the structure, design principles and infrastructure framework identified in the ODP. In particular, the masterplanning approach enables integration with the existing and anticipated roading network, including provision for more than one access to Sabys Road and a connected internal street layout that supports permeability and integration with surrounding residential areas. The opportunity to incorporate pedestrian and cycle linkages, including potential connections toward Halswell Road and along the Nottingham Stream corridor, aligns with the ODP's emphasis on active transport and recreational connectivity.

The proposal also provides for stormwater management areas that can align with, and potentially complement, the indicative stormwater facilities shown within the ODP, including the flexibility to locate such infrastructure either within the development area or to the south. Riparian setbacks and open space corridors associated with waterways can reinforce the recreational route and environmental structure anticipated by the ODP. Interface treatments with adjoining rural land and along Sabys Road can be addressed through subdivision design controls, landscaping and planting buffers consistent with the ODP's boundary treatment principles.

Overall, although the site sits outside the formal ODP boundary, the proposal does not undermine the ODP framework. Rather, it has the potential to logically extend and reinforce the connectivity, stormwater management, recreational linkages and urban design principles anticipated for Area 3, supporting coherent growth at the Halswell urban edge.

1.8 Mahaanui Iwi Management Plan 2013 (IMP)

The proposal is generally consistent with the objectives and policies of the IMP. Subject to ongoing engagement with mana whenua, including Mahaanui Kurataiao Ltd (MKT), the development provides opportunities to enhance riparian condition, improve stormwater management, protect groundwater and recognise cultural values within the Huritini (Halswell River) catchment.

1.8.1 Section 5.1 – Rangatiratanga

The proposal adopts a comprehensive master-planned approach, with engagement initiated with mana whenua to inform stormwater management, riparian restoration and open space design. Ongoing consultation will ensure cultural values associated with the site and wider catchment are appropriately recognised, consistent with the intent of rangatiratanga.

1.8.2 Section 5.2 – Ki Uta Ki Tai

The site is located within the Huritini catchment, with waterways including Nottingham Stream, Kinuhts Stream and the Halswell River. The proposal retains these waterways and integrates stormwater management within the existing catchment framework. Stormwater will be treated and attenuated prior to discharge, maintaining natural flow paths and avoiding adverse effects on downstream receiving environments. Riparian corridors and open space areas reinforce a ki uta ki tai approach by recognising the interconnectedness of land and water systems.

1.8.3 Section 5.3 – Wai Māori

The proposal incorporates riparian setbacks, stormwater treatment and attenuation systems to protect water quality. Measures such as vegetated swales, detention basins and potential wetland treatment areas will manage contaminants at source. Compared to the existing pastoral land use, the development will improve riparian margins and enhance stormwater management outcomes within the catchment.

1.8.4 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. The proposal will avoid in-stream works where practicable and will ensure that any crossings maintain fish passage. Riparian planting and potential wetland areas will enhance habitat and ecological function relative to the existing condition.

1.8.5 Section 5.5 – Wāhi Tapu and Wāhi Taonga

No recorded wāhi tapu sites have been identified within the site; however, the wider cultural landscape is recognised. Engagement with mana whenua will enable identification and appropriate management of any cultural values. An Accidental Discovery Protocol will be implemented during earthworks to ensure any archaeological material is managed appropriately.