

## Matters of Discretion for all Residential Zones

RES-MD1	<p><b>Minor residential units</b></p> <ol style="list-style-type: none"> <li>1. The extent to which the minor residential unit fits within its context taking into account: <ol style="list-style-type: none"> <li>a. location, size and visual appearance of the minor residential unit so that it appears from the street or any other public place as an integrated ancillary part of the principal residential unit;</li> <li>b. the adverse visual effects on the street-scene associated with parking areas and visual and pedestrian safety effects arising from the provision of any additional driveway to accommodate the minor residential unit;</li> <li>c. the convenience of the location of outdoor living space in relation the respective residential units, or whether other shared outdoor living spaces or public open space is immediately or easily accessible; and</li> <li>d. the adequacy of size and dimension of the outdoor living space to provide for the amenity needs of future occupants.</li> </ol> </li> </ol>
RES-MD2	<p><b>Residential design principles</b></p> <ol style="list-style-type: none"> <li>1. Context and character: <ol style="list-style-type: none"> <li>a. The extent to which the design of the development is in keeping with, or complements, the scale and character of development anticipated for the surrounding area and relevant significant natural, heritage and cultural features.</li> <li>b. The relevant considerations are the extent to which the development: <ol style="list-style-type: none"> <li>i. includes, where relevant, reference to the patterns of development in and/or anticipated for the surrounding area such as building dimensions, forms, setback and alignments, and secondarily materials, design features and tree plantings; and</li> <li>ii. retains or adapts features of the site that contribute significantly to local neighbourhood character, potentially including existing historic heritage items, Sites of Ngāi Tahu Cultural Significance shown on the planning map, site contours and mature trees.</li> </ol> </li> </ol> </li> <li>2. Relationship to the street and public open spaces: <ol style="list-style-type: none"> <li>a. Whether the development engages with and contributes to adjacent streets, and any other adjacent public open spaces to contribute to them being lively, safe and attractive <a href="#">(including impacts of setback requirements for road or rail)</a>.<sup>1</sup></li> <li>b. The relevant considerations are the extent to which the development: <ol style="list-style-type: none"> <li>i. orientates building frontages including entrances and windows to habitable rooms toward the street and adjacent public open spaces;</li> <li>ii. designs buildings on corner sites to emphasise the corner;</li> <li>iii. needs to minimise south-facing glazing to minimise heat loss; and</li> <li>iv. avoids street façades that are blank or dominated by garages.</li> </ol> </li> </ol> </li> <li>3. Built form and appearance: <ol style="list-style-type: none"> <li>a. The extent to which the development is designed to minimise the visual bulk of the buildings and provide visual interest.</li> <li>b. The relevant considerations are the extent to which the development: <ol style="list-style-type: none"> <li>i. divides or otherwise separates unusually long or bulky building forms and limits the length of continuous rooflines;</li> <li>ii. utilises variety of building form and/or variation in the alignment and placement of buildings to avoid monotony;</li> </ol> </li> </ol> </li> </ol>

<sup>1</sup> V1

	<ul style="list-style-type: none"> <li>iii. avoids blank elevations and façades dominated by garage doors; and</li> <li>iv. achieves visual interest and a sense of human scale through the use of architectural detailing, glazing and variation of materials.</li> </ul> <p>4. Residential amenity:</p> <ul style="list-style-type: none"> <li>a. In relation to the built form and residential amenity of the development on the site (i.e. the overall site prior to the development), the extent to which the development provides a high level of internal and external residential amenity for occupants and neighbours.</li> <li>b. The relevant considerations are the extent to which the development: <ul style="list-style-type: none"> <li>i. provides for outlook, sunlight and privacy through the site layout, and orientation and internal layout of residential units;</li> <li>ii. directly connects private outdoor spaces to the living spaces within the residential units;</li> <li>iii. ensures any communal private open spaces are accessible, usable and attractive for the residents of the residential units; and</li> <li>iv. includes tree and garden planting particularly relating to the street frontage, boundaries, accessways, and parking areas.</li> </ul> </li> </ul> <p>5. Access, parking and servicing:</p> <ul style="list-style-type: none"> <li>a. The extent to which the development provides for good access and integration of space for parking and servicing.</li> <li>b. The relevant considerations are the extent to which the development: <ul style="list-style-type: none"> <li>i. integrates access in a way that is safe for all users, and offers convenient access for pedestrians to the street, any nearby parks or other public recreation spaces;</li> <li>ii. provides for parking areas and garages in a way that does not dominate the development, particularly when viewed from the street or other public open spaces; and</li> <li>iii. provides for suitable storage and service spaces which are conveniently accessible, safe and/or secure, and located and/or designed to minimise adverse effects on occupants, neighbours and public spaces.</li> </ul> </li> </ul> <p>6. Safety:</p> <ul style="list-style-type: none"> <li>a. The extent to which the development incorporates CPTED principles as required to achieve a safe, secure environment.</li> <li>b. The relevant considerations are the extent to which the development: <ul style="list-style-type: none"> <li>i. provides for views over, and passive surveillance of, adjacent public and publicly accessible spaces;</li> <li>ii. clearly demarcates boundaries of public and private space;</li> <li>iii. makes pedestrian entrances and routes readily recognisable; and</li> <li>iv. provides for good visibility with clear sightlines and effective lighting.</li> </ul> </li> </ul>
<b>RES-MD3</b>	<p><b>Use of residential unit as a show home</b></p> <p>1. The extent to which use of the residential unit will impact on neighbouring properties in terms of the following matters:</p> <ul style="list-style-type: none"> <li>a. hours of operation and movement to and from the site by members of the public;</li> <li>b. duration of the activity and its impact on residential amenity values;</li> <li>c. traffic generation including consideration of on-site and off-site parking; and</li> <li>d. impacts on adjacent residents in terms of privacy, in particular adjacent outdoor living spaces.</li> </ul>
<b>RES-MD4</b>	<p><b>Traffic generation</b></p> <p>1. The extent to which the traffic generated is appropriate to the residential character, amenity, safety and efficient functioning of the access and road network taking into account:</p> <ul style="list-style-type: none"> <li>a. in the case of effects on residential character and amenity values:</li> </ul>

	<ul style="list-style-type: none"> <li>i. any adverse effects in terms of noise and vibration from vehicles entering and leaving the site or adjoining road, and their incompatibility with the noise levels acceptable in the respective living environments;</li> <li>ii. any reduction in the availability of on-street parking for residents, occupants or visitors to adjoining residential sites to the point that it becomes a nuisance; and</li> <li>iii. the ability to mitigate any adverse effects of the additional traffic generation such as through the location and design of vehicle crossings, parking areas and loading areas or through the provision of screening and other factors that will reduce the effect of the additional traffic generation, such as infrequency of the activity, or limited total time over which the traffic movements occur; and</li> </ul> <p>b. in the case of the safe and efficient functioning of the road network:</p> <ul style="list-style-type: none"> <li>i. any cumulative effect of traffic generation from the activity in conjunction with traffic generation from other activities in the vicinity;</li> <li>ii. adverse effects of the proposed traffic generation on activities in the surrounding living environment;</li> <li>iii. consistency of levels of traffic congestion or reduction in levels of traffic safety with the classification of the adjoining road;</li> <li>iv. the variance in the rate of vehicle movements throughout the week and coincidence of peak times with peak traffic movements on the wider network; and</li> <li>v. the location of the proposed access points in terms of road and intersection efficiency and safety, and the adequacy of existing or alternative access points.</li> </ul>
<b>RES-MD5</b>	<p><b>Impact on neighbouring property</b></p> <p>1. The extent to which the increased height, reduced setback, or recession plane intrusion would result in buildings that do not compromise the amenity values of adjacent properties taking into account:</p> <ul style="list-style-type: none"> <li>a. overshadowing of adjoining sites resulting in reduced sunlight and daylight admission to internal living spaces and external living spaces, or open space beyond that anticipated by the recession plane;</li> <li>b. any loss of privacy through being overlooked from neighbouring buildings;</li> <li>c. dominance and character effects arising from scale;</li> <li>d. whether development on the adjoining site, such as a large building setback, location of outdoor living spaces, or separation by land used for vehicle access, reduces the need for protection of adjoining sites from overshadowing;</li> <li>e. whether there are alternative practical options for meeting the functional requirements of the building in a compliant manner; and</li> <li>f. the ability to mitigate any adverse effects of increased height or recession plane breaches through increased separation distances between the building and adjoining sites, the provision of landscaping, screening or any other methods.</li> </ul>
<b>RES-MD6</b>	<p><b>Road boundary setback</b></p> <p>1. The effect of a building's reduced setback on amenity and visual streetscape values, especially where the frontage is to an arterial road or collector road that has a gateway function to a township.</p> <p>2. The extent to which the reduced setback of the building is opposite any Residential Zones, Rural Zones, or Open Space and Recreation Zones and the effects of a reduced setback on the amenity and outlook of those zones.</p>

	<ol style="list-style-type: none"> <li>3. The extent to which the building presents a visually attractive frontage to the street through the inclusion of glazing, ancillary offices, and showrooms in the front façade.</li> <li>4. The extent to which the visual effects of a reduced setback are mitigated through site frontage landscaping, the width of the road corridor, and the character of existing building setbacks in the wider streetscape.</li> </ol>
<b>RES-MD7</b>	<p><b>Outdoor storage</b></p> <ol style="list-style-type: none"> <li>1. The extent of visual impacts of outdoor storage on the adjoining environment.</li> <li>2. The extent to which site constraints and/or the functional requirements of the activity necessitate the location of storage within the setback.</li> <li>3. The extent of the effects on the amenity values generated by the type and volume of materials to be stored.</li> <li>4. The extent to which any proposed landscaping or screening mitigates effects on amenity values of the outdoor storage.</li> </ol>
<b>RES-MD8</b>	<p><b>Outdoor living space</b></p> <ol style="list-style-type: none"> <li>1. The extent to which outdoor living spaces provide useable space and contribute to overall onsite spaciousness.</li> <li>2. The extent to which the size and quality of communal outdoor space or other open space in the immediate vicinity of the residential unit compensates for the reduction in outdoor living space requirements.</li> <li>3. The extent to which the retention of mature vegetation compensates for a reduction in outdoor living space provision by providing an alternative form of amenity for the site.</li> </ol>
<b>RES-MD9</b>	<p><b>Impact of trees on neighbouring property</b></p> <ol style="list-style-type: none"> <li>1. The extent the planting of trees will affect the amenity values or create shading on adjoining property.</li> </ol>
<b>RES-MD10</b>	<p><b>Rural sales</b></p> <ol style="list-style-type: none"> <li>1. The extent to which the intensity and scale of the activity and built form is compatible with the character and amenity of the zone.</li> <li>2. The extent to which the activity may result in conflict and/or reverse sensitivity effects with other activities occurring on adjacent sites.</li> <li>3. Hours and days of operation and whether they are compatible with the residential zone.</li> <li>4. Access and vehicle movements on the site and the safety and efficiency of the roading network.</li> <li>5. For rural produce retail (excluding farmers' markets) whether the scale and intensity of the activity is appropriate on the site.</li> <li>6. The extent to which the adverse effects of the activity can be avoided, remedied or mitigated.</li> </ol>
<b>RES-MD11</b>	<p><b>Housing of animals</b></p> <ol style="list-style-type: none"> <li>1. The extent to which the nature and scale of activity, including the number and type of animals is appropriate for the proposed site and the receiving environment.</li> <li>2. Any measures to internalise adverse effects and avoid conflict and potential reverse sensitivity effects on activities anticipated in the zone.</li> <li>3. The extent to which the activity, including any buildings, compounds or part of a site used for animals are sufficiently designed and located or separated from sensitive activities, residential units to avoid adverse effects on residents.</li> <li>4. The extent to which the nature and scale of the activity and built form will maintain residential character and amenity values.</li> </ol>

	<p>5. The potential for the activity to produce adverse effects, including dust, noise, odour and any measures to internalise adverse effects within the site and any mitigation measures to address effects that cannot be internalised.</p>
<b><u>RES-MD12</u></b>	<p><b><u>Outlook space</u></b></p> <ol style="list-style-type: none"> <li>1. <u>The ability of the affected habitable room to receive natural sunlight and daylight especially on the shortest day of the year.</u></li> <li>2. <u>The extent to which habitable rooms have an outlook and sense of space.</u></li> <li>3. <del>The degree to which a reduction in outlook space would contribute to a visual perception of cramped living conditions.</del> <u>The extent to which habitable rooms have an outlook and sense of space<sup>2</sup>.</u></li> <li>4. <u>The extent to which visual privacy is provided between habitable rooms of different residential units, on the same or adjacent sites.<sup>3</sup></u></li> </ol>
<b><u>RES-MD13</u></b>	<p><b><u>Windows to street</u></b></p> <ol style="list-style-type: none"> <li>1. <u>The extent to which the development engages with adjacent streets and any other adjacent public open spaces and contributes to them being lively, safe and attractive.</u></li> <li>2. <u>The extent to which the development is designed to minimise the visual bulk of the buildings and provide visual interest, when viewed from the street.</u></li> <li>3. <u>The extent to which the development incorporates CPTED principles as required to achieve a safe, secure environment.<sup>4</sup></u></li> </ol>
<b><u>RES-MD14</u></b>	<p><b><u>Landscaped areas</u></b></p> <ol style="list-style-type: none"> <li>1. <u>The extent to which the proposed landscaping enhances residential amenity and is integrated within the site design to:</u> <ol style="list-style-type: none"> <li>a. <u>define and enhance on-site outdoor living spaces;</u></li> <li>b. <u>reduce the visual impact of large buildings through screening and planting;</u></li> <li>c. <u>screen service areas, loading areas, and outdoor storage areas from public vantage points; and</u></li> <li>d. <u>mitigate the heat effects from intensification and impervious surfaces.</u></li> </ol> </li> <li>2. <u>The extent to which the development incorporates CPTED principles as required to achieve a safe, secure environment.</u></li> <li>3. <u>The effects on the permeability of the site for stormwater run-off and subsequent effects on adjoining sites.<sup>5</sup></u></li> </ol>
<b><u>RES-MD15</u></b>	<p><b><u>Effects from qualifying matters - airport noise</u></b></p> <ol style="list-style-type: none"> <li>1. <u>The extent to which effects, as a result of the sensitivity of activities to current and future noise generation from aircraft, are proposed to be managed, including avoidance of any effect that may limit the operation, maintenance or upgrade of Christchurch International Airport.<sup>6</sup></u></li> </ol>
<b><u>RES-MD16</u></b>	<p><b><u>Effects from qualifying matters - natural hazards</u></b></p> <ol style="list-style-type: none"> <li>1. <u>The setting of minimum floor levels, minimum land levels and the predicted sea water and other inundation that will occur on the site.</u></li> <li>2. <u>The frequency at which any proposed building or addition is predicted to be damaged and the extent of damage likely to occur in such an event, including taking into account the building material and design proposed; the anticipated life of the building, whether the building is relocatable, and for</u></li> </ol>

<sup>2</sup> Kainga Ora [V1 80.53]

<sup>3</sup> V1

<sup>4</sup> V1

<sup>5</sup> V1

<sup>6</sup> V1

	<p><u>redevelopments, the extent to which overall risk will change as a result of the proposal.</u></p> <ol style="list-style-type: none"> <li>3. <u>The extent to which site access will be compromised in a natural hazard event and any alternative access provided.</u></li> <li>4. <u>The extent to which the proposal causes flood water displacement or flow path disruption onto other sites.</u></li> <li>5. <u>The extent to which any flood mitigation measures are proposed, their effectiveness and environmental effects, and any benefits to the wider area associated with flood management.</u></li> <li>6. <u>The extent to which the proposal relies on Council infrastructure and the risks to that infrastructure from natural hazards, including taking into account maintenance and repair costs that might fall on the wider community.</u></li> <li>7. <u>The extent to which there are any positive effects from a reduction in floor levels in relation to neighbouring buildings or the streetscape.<sup>7</sup></u></li> </ol>
<u>RES-MD17</u>	<p><u>Building Coverage</u></p> <ol style="list-style-type: none"> <li>1. <u>Effects on visual amenity values, including dominance, and the compatibility with the receiving environment.</u></li> <li>2. <u>Provision of adequate outdoor living space on site.<sup>8</sup></u></li> </ol>
<u>RES-MD18</u>	<p><u>Effects from qualifying matters – road and rail setbacks</u></p> <ol style="list-style-type: none"> <li>1. <u>Effects of noise</u></li> <li>2. <u>Effects on visual amenity values</u></li> <li>3. <u>Effects on safety<sup>9</sup></u></li> </ol>

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<sup>7</sup> V1

<sup>8</sup> V1

<sup>9</sup> Kiwirail [V1 51.1,51.2,51.3,51.4,51.5]