

Before an Independent Hearings Panel
Appointed by Waimakariri District Council

under: the Resource Management Act 1991

in the matter of: Submissions and further submissions on the Proposed
Waimakariri District Plan

and: Hearing Stream 12D: Ōhoka rezoning request

and: **Carter Group Property Limited**
(Submitter 237)

and: **Rolleston Industrial Developments Limited**
(Submitter 160)

Reconvened hearing statement of evidence of Tim Walsh
(Planning)

Dated: 17 October 2024

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FURTHER SUPPLEMENTARY STATEMENT OF EVIDENCE OF TIM WALSH

INTRODUCTION

- 1 My full name is Timothy Carr Walsh.
- 2 My area of expertise, experience, and qualifications are set out in my statement of evidence dated 5 March 2024 for this hearing stream.
- 3 I also provided evidence in my supplementary statement of evidence dated 13 June 2024.
- 4 The purpose of this evidence is to respond to matters listed in paragraphs 7 and 8 of the Panel's Minute 40 where relevant to my evidence.
- 5 My evidence follows a similar structure as the Ōhoka Rezoning – s42A Report Addendum (**Officer's Report**). For the sake of brevity, this evidence attempts to minimise repetition of the Officer's Report and instead focus on points of difference. Accordingly, if a matter is not specifically dealt with in this evidence, it can be assumed that any dispute with the position set out in the Officer's Report is of little or no consequence.
- 6 The Officer's Report lists at paragraph 7 the material which the Officer used or relied on in support of the opinions expressed in the report. I have reviewed the same material in the context of all the relevant evidence referred to in my previous briefs of evidence (including the suite of evidence filed on behalf of the submitter, which is not referred to in paragraph 7 of the Officer's Report). Further, I have reviewed the Joint Witness Statement (**JWS**) for transport that considers cumulative effects across hearing streams 12C and 12D. The Officer was not able to consider that JWS given it was released the day after the deadline for the Officer's Report.

CODE OF CONDUCT

- 7 Although this is not an Environment Court hearing, I note that in preparing my evidence I have reviewed the Code of Conduct for Expert Witnesses contained in Part 9 of the Environment Court Practice Note 2023. I have complied with it in preparing my evidence. I confirm that the issues addressed in this statement of evidence are within my area of expertise, except where relying on the opinion or evidence of other witnesses. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

RESIDENTIAL CAPACITY

- 8 Mr Yeoman has demonstrated that, should the Hearing Stream 12E recommended rezonings be accepted, there would be a comfortable overall surplus of residential capacity in the district¹. In his memo to the Officer, Mr Yeoman notes that:

Relative to the expected demand for residential in the urban areas of the district, the recommendations from Hearing Stream 12E s42A council officer's report would enable sufficient capacity to accommodate all growth that is expected in the short-medium term, and beyond.

- 9 In my view, this statement is only correct if capacity to meet demands can be substituted for different housing localities and markets in the district. As per my evidence in chief, and relying on the evidence of Mr Akehurst and Ms Hampson, there is a shortfall within the urban environment of the district outside of the district's three main urban areas (Rangiora, Kaiapoi and Woodend/Pegasus) which Mr Akehurst estimates to be approximately 524 dwellings in the medium term increasing to 1,541 dwellings in the long term. Ōhoka has high demand relative to other areas in the district and provides for people who are not attracted to the lifestyle offered in the main towns as per the evidence of Messrs Davidson and Jones. I return to this matter when discussing the planning conferencing.
- 10 Accounting for the above, I do not agree with the Officer's conclusion that "*there is not a capacity shortfall argument to support the Ōhoka rezoning proposal*"². Using a more granular analysis, as provided by the submitter's experts, there is a shortfall in the western part of the district's urban environment which has Ōhoka at the centre.
- 11 In any case, I understand there is broad consensus that while the NPS-UD seeks to ensure minimum capacity requirements are met, it does not seek to limit further capacity. The s42A Officer for Hearing Stream 12E clearly understands this given his recommendation to accept rezoning proposals that are arguably not required to ensure sufficient development capacity in the short/medium term. Further, the planning JWS notes unanimous agreement that "*if there is a finding that there is sufficient capacity, this does not prevent the land from being rezoned*"³. The Ōhoka rezoning proposal does not rely on a shortfall of residential capacity across the entire urban environment. The justification for the proposed rezoning is strengthened however by the identified capacity shortfall in the western part of the urban environment.

¹ Significant additional capacity would also be available if the Stokes land (submitter number 214.1) was also rezoned as proposed

² Officer's Report, paragraph 20

³ Planning JWS for Hearing Stream 12D, paragraph 27

EXPERT CONFERENCING

Engineering

Groundwater Take

- 12 The Officer raises a concern in respect of the consensus among the experts of the potential for limited groundwater leakage into the proposed stormwater network over the lifetime of the system. The Officer states that he is "*unclear if this would contravene the LWRP and be prohibited*".
- 13 Mr O'Neill addresses this in his evidence and points to it having been previously addressed in the engineering JWS for PC31. At that time, the experts agreed that this type of infiltration is endemic to all local authority pipe networks, and it is not classed as a consumptive water take by the Canterbury Regional Council. If it was classed as a consumptive take, it would effectively prohibit all new development and all new pipe related infrastructure development. Mr O'Neill notes that stormwater pipes will be tested at construction to ensure the seals are intact and watertight as per standard practice. He further notes that any infiltration that may eventually occur would be well in the future, insignificant in volume and unlikely to exceed the LWRP permitted water take provision.

Groundwater Resurgence

- 14 The Officer notes that some of the engineering experts consider there is a risk that groundwater resurgence could be problematic. As the most suitably qualified expert on this matter, Mr Veendrick concludes that development enabled by the proposed rezoning is not expected to result in increased groundwater levels or groundwater resurgence. In the unlikely event that groundwater resurgence does occur, Mr O'Neill considers it would be mitigated by the proposed stormwater solution for the site which will be assessed at subdivision stage.

Engineering- Conclusion

- 15 Accounting for the above and the previous engineering evidence, I consider there is no engineering related impediments that would preclude the site being rezoned as proposed.

Transport

Intersection Upgrades

- 16 The Officer has expressed concerns about the lack of sufficient certainty regarding the implementation of three road intersection upgrades required by proposed rule DEV-O-S4. The upgrades include:

16.1 a roundabout at the Whites Road / Tram Road intersection,

- 16.2 a roundabout at the Bradleys Road / Tram Road intersection, and
- 16.3 improvements at the Tram Road / State Highway 1 interchange, to increase the capacity for right turning traffic onto the south bound on-ramp.
- 17 The Officer considers that he is unable to conclude that the proposal is adequately integrated with the necessary transport infrastructure, and that the NPS-UD Policy 8 pathway is available. I disagree. All the participants of the planners conferencing agreed at paragraph 43 of the JWS that:
- Certainty is required that infrastructure can be provided (i.e. physically), not that it is in place, planned, funded or identified in an LTP. The counterfactual would otherwise illogically preclude most or all Policy 8 proposals, given that adequate infrastructure would rarely, if ever, be in place, planned or funded for significant development proposals (with presumably significant infrastructure requirements) that are 'unanticipated' or 'out of sequence'.*
- 18 The following paragraphs discuss the three intersections in question.
- 19 In respect of the Whites / Tram intersection, the transport experts agree that additional land beyond the existing road corridor would be required to accommodate a roundabout. Such a situation is relatively common in respect of improvements to transport infrastructure. Either the land could be purchased from the relevant landowners, or Council could compulsorily acquire it under the Public Works Act 1981.
- 20 In respect of the Bradleys / Tram roundabout, I understand that the design phase has funding allocated in year one of the current LTP. While the exact timeframe for delivery is unknown, the design funding allocation indicates that the Council is committed to this project. I suggest that the project would not feature in the LTP if it was not a priority.
- 21 In respect of the State Highway 1 interchange, Mr Fuller notes NZTA's approach to improvements whereby it monitors performance of the network and responds with improvements as required. On that basis, I would anticipate the interchange would be upgraded as and when required.
- 22 Accounting for the above and the agreed view expressed in the planning JWS on infrastructure certainty, I consider there is sufficient certainty that the required transport upgrades can be (physically) provided to support development of the site. It would simply be a question of timing. In my view, enabling residential development by way of rezoning (that then provides the impetus for necessary infrastructure upgrades over time) is preferable to the

alternative of not providing for any additional capacity in a location of demand and not rezoning the land, as proposed by the Officer.

- 23 In any case, I consider there is a high likelihood that a meaningful extent of development can be achieved within the site before any potential enforced delays due to required transport infrastructure upgrades. In my view, a decision to rezone the land to enable this initial development to occur and ultimately realise the significant development capacity of the full proposal (as infrastructure upgrades are progressively made) would be responsive and integrated with infrastructure planning and funding, as envisaged by Objective 6 and Policy 8 of the NPS-UD.
- 24 The modelling undertaken to inform the most recent cumulative transport effects conferencing found that the State Highway 1 interchange could accommodate at least an additional 312 residential allotments⁴ within the Tram Road catchment. Mr Fuller considers the interchange would accommodate even more traffic; however, the modelling was not used to determine at what point the interchange would be pushed over-capacity. Further, through the PC31 process, the transport experts (Messrs Fuller, Metherell and Binder) agreed that:
- 24.1 450 residential lots could be established within the site before the Bradleys / Tram roundabout is required, and
- 24.2 250 lots could be established before the Whites / Tram roundabout is required provided interim safety improvements are implemented.
- 25 The cumulative effects transport JWS notes that, unlike the Ōhoka proposal, the other rezoning proposals within the Tram Road catchment do not include a rule requiring road network upgrades to be implemented prior to subdivision. In my view, those rezoning proposals ought to be subject to a similar rule. In the absence of a similar rule, an issue of fairness arises. The fact that the interchange can accommodate the full extent of development enabled by the Council LLRZ, Prosser and McAllister rezoning proposals simply establishes that capacity exists within the interchange. It does not, in my view, justify prioritising and/or advantaging these rezonings. On the contrary, as per my evidence in chief, I consider the consolidated nature of the proposed Ōhoka expansion is preferable compared to additional rural residential development for the reasons I list at paragraphs 97.1 to 97.5 of my evidence in chief.

Public Transport

- 26 Following the transport JWS for Hearing Stream 12D, the Officer is unmoved from his opinion that the site is not well connected including by public transport. My analysis of accessibility and

⁴ The estimated yield of the Council LLRZ, Prosser and McAllister rezoning proposals

connectivity is set out in my previous statements. In particular, I direct the Panel to the discussion at paragraphs 32-41 of my supplementary evidence. Otherwise, I restrict my comments to the statements at paragraph 41 a) to g) of the Officer's Report regarding public transport.

"the site does not connect well to Rangiora"

- 27 I disagree, noting that the proposed provisions include a service connecting the Development Area to Kaiapoi and/or Rangiora. If the service connects to both centres, its frequency would be hourly, compared to every 30 minutes if only one centre is serviced. If Council considers that a service connecting directly to Rangiora is required, this can be provided.

"if the urban rate for public transport was applied to Ōhoka it would be insufficient to cover the ongoing costs of the service beyond the ten-year developer funded commitment"

- 28 In response, I refer to Mr Milner's further supplementary evidence at paragraph 25 where he says that the offering:

gives the service the best chance of ongoing success. Because a viable public transport option exists from the day that a new resident moves into the neighbourhood, private vehicle commuting patterns may not become entrenched from the outset. Further, considering public transport provision beyond 10 years is speculative. Much can / will change in the intervening years, including how Environment Canterbury delivers its bus services in the Waimakariri District. No service is guaranteed forever, nor is the method of service delivery. The submitter has proposed a service that will meet initial needs out to 10 years. Provision in the longer term will depend on a number of factors.

- 29 Picking up on Mr Milner's comments regarding future public transport provision and the likelihood of change, I note the potential for a mass rapid transit system for Greater Christchurch (as signalled in the GCSP) on demand of public transport, ride sharing and other technologies (as described in Mr Milner's primary evidence) may materially influence the type of public transport service provision for this location and the region generally beyond a 10 year timeframe.

"all experts agree a service from Oxford would not offer an appropriate level of service to Ōhoka"

"while the proposed Ōhoka service could be connected to Mandeville, this is unlikely to occur"

"all experts agree that, while the site could physically be integrated with public transport connections further afield, this is unlikely and unattractive"

- 30 While I generally agree with the above statements, I do not appreciate their relevance to consideration of the proposal. First, Oxford is too distant from the main centres for a viable public transport connection as previously demonstrated by a trial. Second, the rural residential density of development at Manderville presents a significant barrier to public transport servicing the area, noting that park and ride facilities would be available at Ōhoka. Finally, I do not see the need to integrate with Ōhoka public transport connections with locations further afield as being required as part of the assessment for whether the rezoning of this land is appropriate.

"the service will not be accessible and convenient and as a result will not be well used and valued by the people of Greater Christchurch"

"the experts agree that (in terms of public transport) it is very unlikely that the proposed service will lead to any notable change in private vehicle travel from the site across the whole day, with a marginal impact on peak period commuting to Christchurch and given this, the experts expect that private vehicle travel will be the dominant travel mode to / from the site"

- 31 In my view, the most important aspect of the proposed service is that it provides mode choice in alignment with Policy 1(c) of the NPS-UD. Its effectiveness in terms of affecting mode shift will become apparent over time. Mr Milner notes that city commuters and high school students are the user groups that are most likely to benefit from the service as well as those travelling to Kaiapoi and/or Rangiora off-peak⁵.

Transport- Conclusion

- 32 Accounting for the above, Mr Fuller's evidence for the reconvened hearing, and all the previous transport evidence, I consider there is no transport related impediments that would preclude the site being rezoned as proposed.

Planning

- 33 In terms of the planners conferencing, I refer to the concluding comments at paragraphs 84-87 of the JWS. These comments distil the crux of the disagreement to the level of granularity at which demand/supply dynamics are assessed and responded to, and whether the proposal contributes to a well-functioning urban environment.

Housing Market Granularity

- 34 As set out previously, the submitter's economic advisers have identified a shortfall within the urban environment of the district

⁵ Evidence in chief of Simon Milner, paragraph 32

outside of the three main towns, particularly to the west centred around Ōhoka. Further, the submitter has produced evidence demonstrating that there is high demand for housing at Ōhoka relative to other areas in the district, and the proposal provides for people who are not attracted to the lifestyle offered in the main towns. I note the following evidence of Mr Davidson:

When asked where survey participants would most like to live in the Waimakariri District, Ōhoka ranked third behind the two major settlements in the District (Rangiora and Kaiapoi). 21% of respondents nominated Ōhoka as their first choice. This shows that unprompted preferences for Ōhoka are ahead of urban areas and settlements such as Pegasus, Woodend, Tuahiwi, Oxford, etc.

When asked to reconsider their preferences but to imagine that "all the areas in the Waimakariri District have all the same facilities available to you (i.e. schooling, supermarkets and transport)" the preference for Ōhoka increased to second overall across the District, moving ahead of Kaiapoi.⁶

- 35 Mr Jones' evidence corroborates Mr Davidson's findings. Based on his sales experience, he considers the "*there is high demand for residential-style sections or homes in Ōhoka relative to other areas in the Waimakariri District, including surrounding areas such as Kaiapoi, Swannanoa, Fernside and Rangiora*".⁷ I understand that this evidence is uncontested. Therefore, there is no evidence to support the Officer's opinion that the demand is not high relative to other areas in the urban environment, nor that the demand is easily substitutable with areas where development capacity exists or is recommended in the Hearing Stream 12E s42A Officer's Report.
- 36 If the submitter's evidence is accepted, the NPS-UD directs that development capacity be provided to satisfy the unmet demand at Ōhoka subject to the proposed rezoning contributing to a well-functioning urban environment.

Well-functioning Urban Environment

- 37 The Officer contends that the proposal does not contribute to a well-functioning urban environment, citing poor accessibility and insufficient support for reducing GHG emissions. I address these concerns in paragraphs 27-44 of my supplementary evidence. My key assertion is that, if additional development capacity is required in the western part of the urban area, the accessibility and GHG emission effects of the proposal must be assessed within that context. Further, a consolidated expansion of Ōhoka is preferable to the proliferation of rural residential development, as the status quo

⁶ Summary evidence of Carl Davidson, paragraphs 5.1 and 5.2

⁷ Summary evidence of Chris Jones, paragraph 4.

and alternative means of providing supply for this locality and market.

- 38 The Officer refers to Ōhoka as being “relatively remote”. It is worth considering what it is remote from and in what sense. As per my evidence in chief, Ōhoka is less than 10 kilometres from Kaiapoi and Rangiora, a 10-minute journey by car or 20-30 minutes on a bicycle. Central Christchurch is a 25-minute drive from Ōhoka via the state highway. Further, Ohoka is a 20-minute drive from Christchurch International Airport. In this context, I would not characterise the location as relatively remote, at least no more so than other urban areas within the urban environment.
- 39 By comparison, the midpoint of Sumner is roughly 14 kilometres from central Christchurch and the travel time in a car is approximately 25 minutes. Sumner is beyond a walkable distance to the CBD, and many would consider the distance too far to cycle. However, many of the daily needs of Sumner residents can be met in the village centre. While Sumner has higher public transport accessibility, many of the characteristics of Sumner are comparable to the township that would develop at Ōhoka if the rezoning were approved. I consider that Sumner contributes to a well-functioning urban environment in a similar way to how Ōhoka would.
- 40 There are several other examples of parts of the Greater Christchurch urban environment that are comparable to Ōhoka (as enabled by the proposed rezoning) such as Lyttelton, Prebbleton and West Melton – the latter is discussed in Mr Phillip’s evidence. All these places contribute to a well-functioning (Greater Christchurch) urban environment that has (or enables) a variety of homes that meet the needs, in terms of type, price, and location, of different households. The accessibility of these places (for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport) varies depending on the context. For example, an inner-city Christchurch suburb will have higher levels of accessibility in some respects compared to a location such as West Melton. However, I consider West Melton has good accessibility as per the requirements of Policy 1(c) of the NPS-UD.

PLANNING PROVISIONS

- 41 Following changes made before and during conferencing, all the planner participants agreed that the proposed provisions are appropriate. Following the development of the Ōhoka Design Guidelines, as attached to Mr Compton-Moen’s evidence, two additional changes are proposed. The changes are indicated in red in **Appendix 1**.
- 42 The first is a change is the deletion of Rule DEV-O-BFS3 (fencing in residential zones). In my view, this is a minor inconsequential change. The proposed Ōhoka Design Guidelines controls the design

of fencing in the Development Area. It limits any fencing to being no higher than 1.2m above ground level in a rural-style 'post and wire' or 'post and rail'. Any alternative fencing proposals would be subject to the approval of Ōhoka Design Review Panel and will therefore be assessed by suitably qualified experts. I note in any case that any fencing within the Development Area that does not comply with the SETZ and LLRZ fencing rules (SETZ-BFS8 and LLRZ-BFS7 respectively) would require resource consent.

- 43 The second change is the insertion of a proposed definition for the Ōhoka Design Guidelines. The definition provides clarity as to the approved version and allows for amendments in accordance with a review process that involves certification by Council.

CONCLUSION

- 44 I consider that the western part of the Greater Christchurch urban environment within the district (which includes Ōhoka at the centre) is an appropriate level of housing market granularity accounting for the evidence on markets and demands (including supply substitutability). That being the case, development capacity must be provided in the vicinity as directed by the NPS-UD.
- 45 Within this context, a well-functioning urban environment must be achieved. All planning experts agree that the proposal (within associated ODP) will achieve a well-functioning urban environment within the Development Area itself. To the extent that the Officer raises concerns related to location of proposed rezoning, these are acceptable when considering the proposal in the context of Greater Christchurch urban environment and the need for further housing supply in this part of the district. Further, I consider there a no engineering or transport impediments that would prevent the land being rezoned as proposed.

Dated: 17 October 2024

Tim Walsh

APPENDIX 1: PROPOSED CHANGES TO PROPOSED PLAN PROVISIONS

The submitter proposes the following changes to the Proposed Plan:

- To amend the Proposed Waimakariri District Plan planning maps by rezoning the site to a combination of SETZ, LLRZ, LCZ and NOSZ with overlays in respect of the SETZ to provide for a polo field and associated facilities and educational facilities.
- To amend the Proposed Waimakariri District Plan by inserting an Outline Development Plan for the site as below (see DEV-O-APP1).
- To amend the Proposed Waimakariri District Plan by including the Development Area within the Urban Flood Assessment Overlay.
- To amend the Proposed Waimakariri District Plan provisions as below (changes underlined or struck through).
- Any other consequential amendments including but not limited to renumbering of clauses.

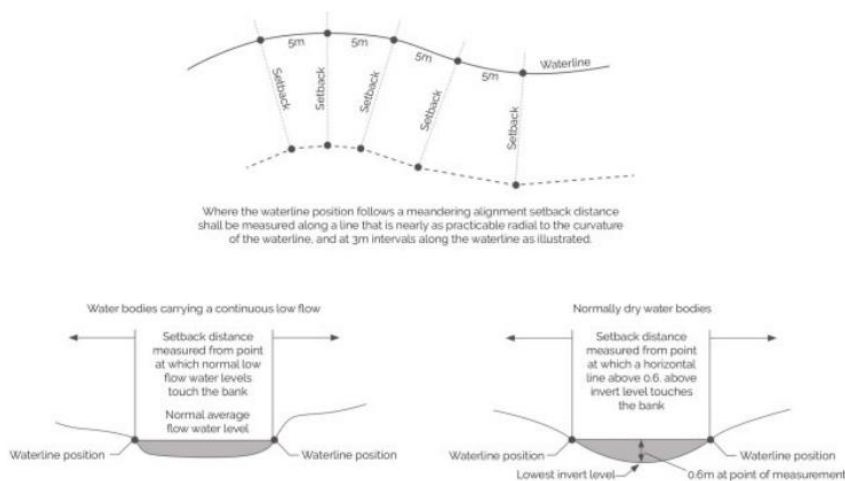
Definitions

Ōhoka Village Design Guidelines

means the design guidelines for the Ōhoka Development Area dated 17 October 2024 contained in DEV-O-APP2, or any subsequent variation of the design guidelines that is certified in accordance with DEV-O-APP3 (Certification of Ōhoka Village Design Guidelines Revisions).

Figure NATC-1: Interpretation of banks of water bodies

AMEND s42A RECOMMENDED INTERPRETATION



Setback distance measured from point at which normal low flow water levels touch the bed.

Normal average low flow water level

SETZ - Settlement Zone

Introduction

AMEND INTRODUCTORY TEXT

The purpose of the Settlement Zone is to provide for the smaller rural and beach settlements of the District. This is a mix of residential and commercial activities in a manner that provides services to the local rural or beach communities. These include the settlements of Ashley, Sefton, Cust, Ōhoka, Waikuku Beach, Kairaki, The Pines Beach and Woodend Beach.

Objectives

PROPOSED AMENDMENT TO OBJECTIVE SETZ-O1 DELETED

Activity Rules

AMEND RULES SETZ-R15, SETZ-17, SETZ-18, SETZ-19, SETZ-20 & SETZ-22

SETZ-R15 Health care facility <i>This rule does not apply within the Ōhoka Settlement Zone</i>	
Activity Status: PER Where: <ol style="list-style-type: none">1. the activity shall only be located on sites with frontage and the primary entrance to a strategic road, arterial road or collector road;2. the maximum GFA of building occupied by the educational facility shall be 200m²;3. the hours of operation when the site is open to visitors, patients, clients, and deliveries shall be between the hours of 7:00am – 6:00pm Monday to Saturday;4. the facility shall not result in more than two non-residential activities within a residential block frontage; and5. the facility shall not include the parking or storage of more than one heavy vehicle on the site of the activity.	Activity status where compliance is not achieved: DIS
SETZ-R17 Convenience activity <i>This rule does not apply within the Ōhoka Settlement Zone</i>	
Activity Status: PER Where:	Activity status where compliance is not achieved: DIS

1. the maximum GFA of building occupied by the neighbourhood convenience retail activity shall be 75m ² .	
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SETZ-R18 Veterinary facility
This rule does not apply within the Ōhoka Settlement Zone

<p>Activity Status: PER</p> <p>Where:</p> <ol style="list-style-type: none"> 1. the activity shall only be located on sites with frontage and the primary entrance to a strategic road, arterial road or collector road; and 2. the maximum GFA of building occupied by the veterinary facility shall be 200m². 	<p>Activity status where compliance is not achieved: DIS</p>
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SETZ-R19 Food and beverage outlet
This rule does not apply within the Ōhoka Settlement Zone

<p>Activity Status: PER</p> <p>Where:</p> <ol style="list-style-type: none"> 1. the activity shall only be located on sites with frontage and the primary entrance to a strategic road, arterial road or collector road; and 2. the maximum GFA of building occupied by the food and beverage outlet shall be 200m². 	<p>Activity status where compliance is not achieved: DIS</p>
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SETZ-R20 Supermarket
This rule does not apply within the Ōhoka Settlement Zone

<p>Activity Status: PER</p> <p>Where:</p> <ol style="list-style-type: none"> 1. the activity shall only be located on sites with frontage and the primary entrance to a strategic road, arterial road or collector road; and 2. the maximum GFA of building occupied by the supermarket shall be 400m². 	<p>Activity status where compliance is not achieved: DIS</p>
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SETZ-R22 Retirement village

This rule does not apply within the Ōhoka Settlement Zone.

<p>Activity Status: RDIS</p> <p>Where:</p> <ol style="list-style-type: none"> 1. the application is supported by a design statement. <p>Matters of discretion are restricted to:</p> <p>RES-MD2 - Residential design principles RES-MD7 - Outdoor storage</p> <p>Notification</p> <p>An application for a restricted discretionary activity under this rule is precluded from being publicly notified, but may be limited notified.</p>	<p>Activity status where compliance is not achieved: DIS</p>
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LCZ - Local Centre Zone**Activity Rules**

AMEND RULES LCZ-R4, LCZ-R21 & LCZ-R22

LCZ-R4 Retail activity	
<p>Activity Status: PER</p> <p>Where:</p> <ol style="list-style-type: none"> 1. the floor area of the activity shall be within the following maximum GFA limits: <ol style="list-style-type: none"> a. within Woodend there is no limit; b. for Mandeville <u>and Ōhoka</u>, the maximum gross retail area for all retail activities in <u>each</u> the zone shall be 2700m²; c. for all other sites the activity shall be a maximum of 300m² GFA. 	<p>Activity status where compliance is not achieved: RDIS</p> <p>Matters of discretion are restricted to:</p> <p>CMUZ-MD11 - Residential development CMUZ-MD12 - Commercial activity distribution</p>

LCZ-R21 Trade supplier <i>This rule does not apply within the Ōhoka Local Centre Zone</i>	
Activity Status: RDIS Matters of discretion are restricted to: CMUZ-MD1 - Trade suppliers and Yard based suppliers	Activity status where compliance is not achieved: N/A

LCZ-R22 Yard-based activity <i>This rule does not apply within the Ōhoka Local Centre Zone</i>	
Activity Status: RDIS Matters of discretion are restricted to: CMUZ-MD1 - Trade suppliers and Yard based suppliers	Activity status where compliance is not achieved: N/A

Wāhanga waihanga - Development Areas

Existing Development Areas

INSERT ŌHOKA DEVELOPMENT AREA

O – Ōhoka Development Area

Introduction

The Ōhoka Development Area provides for a comprehensive and carefully considered expansion of Ōhoka. The area covers approximately 156 hectares extending in a southwest direction from Mill Road and bounded on either side by Bradleys Road and Whites Road.

Key features of the Development Area (DEV-O-APP1) include:

- a masterplanned expansion of Ōhoka achieving a high standard of urban design through implementation of the **Ōhoka Village Design Guidelines**.
- a village centre providing local convenience goods and services for residents and a small village square for community events/gatherings.
- provision for approximately 850 residential units, a school, and a retirement village (if a school is not developed, additional residential units would be established),
- provision for a polo field and associated facilities,
- a green and blue network providing for movement, recreation, and ecological enhancement of waterways, and
- high amenity streets appropriate for the rural setting.

Advisory note

The following provisions and Ōhoka Outline Development Plan (DEV-O-APP1) apply to the Ōhoka Development Area. All activities are also subject to other relevant District Plan provisions. For the avoidance of doubt, where there are any conflicts between Ōhoka Development Area provisions and other provisions in the District Plan, the Ōhoka Development Area provisions shall substitute the other provision.

Objectives

<u>DEV-O-01</u>	<p><u>Ōhoka Development Area</u></p> <p>A development area that provides for a comprehensive masterplanned expansion of Ōhoka that:</p> <ol style="list-style-type: none">1. <u>is sympathetic to, and integrated with, the existing settlement,</u>2. <u>delivers high quality urban design outcomes that reflect and enhance the characteristics of the existing settlement,</u>3. <u>enables the establishment of limited commercial activities to provide for day-to-day convenience needs of an expanded local community,</u>4. <u>supports residents to reduce their greenhouse gas emissions,</u>5. <u>enables education facilities, a retirement village, and a polo field with associated facilities, and</u>6. <u>delivers ecological enhancement and recreational amenities.</u>
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Policies

<u>DEV-O-P1</u>	<p><u>Development Area character and amenity</u></p> <p>Ensure that the Development Area:</p> <ol style="list-style-type: none">1. <u>maintains the characteristics of the settlement with:</u><ol style="list-style-type: none">a. <u>a lower residential density compared to residential zones in the larger urban centres of the district,</u>b. <u>minimal use of kerb and channelling, and intimate and informal streetscapes,</u>c. <u>retention, where possible, of established trees and establishment of large-scale trees and native plantings, and the use of rural style fencing, and</u>d. <u>protection against light pollution at night from outdoor lighting;</u>2. <u>achieves high quality urban form and function with a village centre located adjacent the existing settlement developed in accordance with Ōhoka Village Design Guidelines;</u>3. <u>provides for a pleasant residential environment minimising adverse effects and maintaining a high level of visual amenity; and</u>
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	<p>4. <u>provides for high levels of connectivity throughout the Development Area and with the existing settlement.</u></p>
DEV-O-P2	<p><u>Density of residential development</u></p> <p><u>In relation to the density of residential development:</u></p> <ol style="list-style-type: none"> 1. <u>provide for a variety of site sizes within the Development Area achieving a minimum net density of at least 12 lots or households per ha measured over the Settlement Zone, unless there are demonstrated constraints;</u> 2. <u>provide for a single residential unit on each residential site; and</u> 3. <u>provide for a retirement village.</u>
DEV-O-P3	<p><u>Local Centre Zone design and integration</u></p> <p><u>Within the Local Centre Zone:</u></p> <ol style="list-style-type: none"> 1. <u>Enable commercial, community, convenience and service activities in a manner consistent with LCZ-P1 while:</u> <ol style="list-style-type: none"> a. <u>maintaining the characteristics of the Ōhoka settlement,</u> b. <u>ensuring the centre is designed to achieve high quality urban design principles and a high standard of visual character and amenity in accordance with Ōhoka Village Design Guidelines,</u> c. <u>enabling the development of a supermarket, and</u> d. <u>limiting retail distribution effects on the nearby Local Centre Zone at Mandeville North.</u>
DEV-O-P4	<p><u>Transport safety and choice</u></p> <p><u>Ensure safe and efficient multi-modal access between the Development Area and key destinations including by way of:</u></p> <ol style="list-style-type: none"> 1. <u>road infrastructure upgrades, and</u> 2. <u>a public transport service between the Development Area and Kaiapoi and/or Rangiora.</u>
DEV-O-P5	<p><u>Supporting reductions in greenhouse gas emissions</u></p> <p><u>Encourage and enable residents to reduce and offset their greenhouse gas emissions by:</u></p> <ol style="list-style-type: none"> 1. <u>avoiding LPG connections and use within residential zones except for LPG for outdoor barbeque use,</u> 2. <u>requiring all residential units to be electric vehicle charging ready and include solar power generation, and</u> 3. <u>requiring tree and native planting on all residential properties.</u>

Activity Rules

<u>DEV-O-R1 Buildings, structures, development, and landscaping within the Local Centre Zone</u>	
<u>Activity Status: CON</u>	<u>Activity status where compliance is not achieved: RDIS</u>
Where:	

<p>1. <u>the activity is certified by a qualified expert on a Council approved list as being in accordance with the Ōhoka Village Design Guidelines.</u></p> <p><u>Matters of control are restricted to:</u> DEV-O-MCD1 – Design considerations</p> <p><u>Certification shall include sufficient detail to demonstrate how the activity accords with the design guidelines.</u></p>	<p><u>Matters of discretion are restricted to:</u> DEV-O-MCD1 – Design considerations</p> <p><u>Notification</u> <u>An application for a restricted discretionary activity under this rule is precluded from being publicly or limited notified.</u></p>
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<p><u>DEV-O-R2 Buildings, structures, development, and landscaping within the Local Centre Zone</u></p>	
<p><u>Activity Status: RDIS</u></p> <p>Where:</p> <p>1. <u>any building or addition is greater than 450m² GFA.</u></p> <p><u>Matters of discretion are restricted to:</u> DEV-O-MCD2 – Urban design</p> <p><u>Notification</u> <u>An application for a restricted discretionary activity under this rule is precluded from being publicly or limited notified.</u></p>	<p><u>Activity status where compliance is not achieved: N/A</u></p>
<p><u>Advisory Note</u></p> <ul style="list-style-type: none"> <u>The building area GFA standard is a threshold for when an urban design assessment is required, rather than a limit on building size.</u> 	

<p><u>DEV-O-R3 Parking lot within the Local Centre Zone</u></p>	
<p><u>Activity Status: CON</u></p> <p>Where:</p> <p>1. <u>the activity is certified by a qualified expert on a Council approved list as being in accordance with the Ōhoka Village Design Guidelines.</u></p> <p><u>Matters of control are restricted to:</u> DEV-O-MCD1 – Design considerations</p> <p><u>Certification shall include sufficient detail to demonstrate how the activity accords with the design guidelines.</u></p>	<p><u>Activity status where compliance is not achieved: RDIS</u></p> <p><u>Matters of discretion are restricted to:</u> DEV-O-MCD1 – Design considerations</p> <p><u>Notification</u> <u>An application for a restricted discretionary activity under this rule is precluded from being publicly or limited notified.</u></p>

DEV-O-R4 Educational facility within the Education Overlay

<p>Activity Status: CON</p> <p>Where:</p> <ol style="list-style-type: none">the activity is certified by a qualified expert on a Council approved list as being in accordance with the Ōhoka Village Design Guidelines. <p>Matters of control are restricted to: DEV-O-MCD1 – Design considerations</p> <p>Certification shall include sufficient detail to demonstrate how the activity accords with the design guidelines.</p>	<p>Activity status where compliance is not achieved: RDIS</p> <p>Matters of discretion are restricted to: DEV-O-MCD1 – Design considerations</p> <p>Notification An application for a restricted discretionary activity under this rule is precluded from being publicly or limited notified.</p>
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DEV-O-R5 Polo ground and associated facilities within the Polo Grounds Overlay

<p>Activity Status: CON</p> <p>Where:</p> <ol style="list-style-type: none">the activity is certified by a qualified expert on a Council approved list as being in accordance with the Ōhoka Village Design Guidelines. <p>Matters of control are restricted to: DEV-O-MCD1 – Design considerations</p> <p>Certification shall include sufficient detail to demonstrate how the activity accords with the design guidelines.</p>	<p>Activity status where compliance is not achieved: RDIS</p> <p>Matters of discretion are restricted to: DEV-O-MCD1 – Design considerations</p> <p>Notification An application for a restricted discretionary activity under this rule is precluded from being publicly or limited notified.</p>
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DEV-O-R6 Retirement village

<p>Activity Status: CON</p> <p>Where:</p> <ol style="list-style-type: none">the activity is certified by a qualified expert on a Council approved list as being in accordance with the Ōhoka Village Design Guidelines. <p>Matters of control are restricted to: DEV-O-MCD1 – Design considerations</p> <p>Certification shall include sufficient detail to demonstrate how the activity accords with the design guidelines.</p>	<p>Activity status where compliance is not achieved: RDIS</p> <p>Matters of discretion are restricted to: DEV-O-MCD1 – Design considerations</p> <p>Notification An application for a restricted discretionary activity under this rule is precluded from being publicly or limited notified.</p>
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DEV-O-R7 Subdivision	
Activity Status: RDIS	Activity status where compliance is not achieved: N/A
Matters of discretion are restricted to: DEV-O-MCD4 – Minor road infrastructure upgrades	
Notification An application for a restricted discretionary activity under this rule is precluded from being publicly or limited notified.	

DEV-O-R8 Minor residential units	
Activity Status: NC	Activity status where compliance is not achieved: N/A

DEV-O-R9 Ōhoka Development Area Outline Development Plan	
Activity Status: PER	Activity status where compliance is not achieved: DIS
Where:	
1. development shall be in accordance with DEV-O-APP1.	
Advisory Note	
<ul style="list-style-type: none"> For the avoidance of doubt, where an Activity or Built Form Standard is in conflict with this ODP, the ODP shall substitute the provision. 	

Development Area Standards

DEV-O-S1 Subdivision	
1. Any subdivision shall be in accordance with the Ōhoka design guidelines .	Activity status when compliance not achieved: DIS

DEV-O-S2 Residential yield in the Settlement Zone	
2. Residential subdivision shall provide for a minimum net density of 12 households per ha, except for areas where there are demonstrated constraints.	Activity status when compliance not achieved: DIS

DEV-O-S3 Subdivision in the Large Lot Residential Zone	
1. All allotments created shall have a minimum area of 2,500m ² with a maximum average of 3,300m ² for allotments within the subdivision	Activity status when compliance not achieved: DIS

DEV-O-S4 Road infrastructure upgrades

1. The following road infrastructure upgrades (as detailed in DEV-O-APP1) shall be completed prior to issue of a completion certificate under section 224 of the RMA (other than for a boundary adjustment or creation of an allotment solely for utility purposes) for any subdivision of the Development Area:

- a. a roundabout at the Flaxton Road / Threlkelds Road intersection with associated changes in priority at the Mill Road / Threlkelds Road intersection.
- b. a roundabout at the Whites Road / Tram Road intersection.
- c. a roundabout at the Bradleys Road / Tram Road intersection.
- d. improvements at the Tram Road / State Highway 1 interchange, to increase the capacity for right turning traffic onto the south bound on-ramp.
- e. road widening of Tram Road between Bradleys Road and Jacksons Road, and
- f. Tram Road safety improvements as included in the Waimakariri District Long Term Plan 2024-2034 with any required amendments in response to additional traffic from the Development Area.

Activity status when compliance not achieved: RDIS

Matters of discretion are restricted to: DEV-O-MCD6 – Transport network effects

DEV-O-S5 Public transport

1. Public transport shall be provided connecting the Development Area to Kaiapoi and/or Rangiora in accordance with the service described in DEV-O-APP1 including an appropriate legal mechanism to ensure delivery of the service for a period of not less than 10 years from the occupation of the first

Activity status when compliance not achieved: NC

<p><u>new residential unit constructed within the Development Area.</u></p> <p>2. <u>Prior to issue of a completion certificate under section 224 of the RMA (other than for a boundary adjustment or creation of an allotment solely for utility purposes) for any subdivision of the Development Area, a bond shall be entered into with Council to the value of 100% of the cost to deliver the service required by DEV-O-S4.1. The bond shall be held for 10 years from commencement of the proposed service with 5% of its value progressively released at six monthly intervals.</u></p> <p><u>This rule shall no longer apply should the Canterbury Regional Council elect to provide a public transport service to Ōhoka.</u></p>	
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<u>DEV-O-S6 Greenhouse gas reduction in residential zones</u>	
<p>1. <u>Any subdivision application shall provide that future residential titles are encumbered with an appropriate legal mechanism to require:</u></p> <ul style="list-style-type: none"> a. <u>LPG connections and use is prohibited except for outdoor barbeque use,</u> b. <u>all residential units are fitted with electric vehicle charging facilities, and</u> c. <u>all residential units include solar power generation.</u> 	<p><u>Activity status when compliance not achieved: NC</u></p>

<u>DEV-O-S7 Provision of retail activities</u>	
<p>1. <u>No more than 250 residential allotments shall be created within the Development Area until at least 800m² GFA of retail activity is established within the Ōhoka Local Centre Zone.</u></p>	<p><u>Activity status when compliance not achieved: DIS</u></p>

Development Area Built Form Standards

<u>DEV-O-BFS1 Tree planting in residential zones</u>	
<p>1. <u>All residential sites shall provide a minimum of:</u></p>	<p><u>Activity status when compliance not achieved: DIS</u></p>

<ol style="list-style-type: none"> a. <u>one tree capable of reaching a height of 8 metres at maturity within the road boundary setback for every 15 metres of road frontage (or part thereof) and;</u> b. <u>one additional tree capable of reaching a height of 8 metres at maturity elsewhere on the property for every 400m² of site area (or part thereof).</u> <ol style="list-style-type: none"> 2. <u>All trees required by this rule shall be:</u> <ol style="list-style-type: none"> a. <u>not less than 1.5 metres high at the time of planting; and</u> b. <u>maintained and if dead, diseased or damaged, shall be replaced.</u> 	
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DEV-O-BFS2 Native planting in residential zones	
<ol style="list-style-type: none"> 1. <u>All residential sites shall provide a minimum of 15% of the net site area planted in native vegetation.</u> 2. <u>All planting required by this rule shall be maintained and if dead, diseased or damaged, shall be replaced.</u> 	<p><u>Activity status when compliance not achieved: DIS</u></p>

DEV-O-BFS3 Fencing in residential zones	
<ol style="list-style-type: none"> 1. <u>Any fencing on residential sites shall:</u> <ol style="list-style-type: none"> a. <u>be no higher than 1.2m above ground level; and</u> b. <u>be a rural style post and wire or post and rail fence.</u> 	<p>Activity status when compliance not achieved: RDIS</p> <p>Matters of discretion are restricted to: DEV-O-MCD4 – Fencing</p> <p>Notification An application for a restricted discretionary activity under this rule is precluded from being publicly or limited notified.</p>

DEV-O-BFS3 Roof colour in residential zones	
<ol style="list-style-type: none"> 1. <u>All roofing shall be coloured in the range of browns, greens, greys or black, with a light reflectivity value below 35%.</u> 	<p><u>Activity status when compliance not achieved: RDIS</u></p> <p><u>Matters of discretion are restricted to: DEV-O-MCD4 – Roofs</u></p> <p><u>Notification</u> <u>An application for a restricted discretionary</u></p>

	activity under this rule is precluded from being publicly or limited notified.
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DEV-O-BFS4 Height in the Local Centre Zone

1. <u>The maximum height of any building, calculated as per the height calculation, shall be 8m above ground level.</u>	<u>Activity status when compliance not achieved: DIS</u>
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DEV-O-BFS5 Outdoor lighting in the Development Area

1. <u>All fixed exterior lighting shall be directed away from any adjacent roads and residential properties.</u>	<u>Activity status when compliance not achieved: RDIS</u> <u>Matters of discretion are restricted to: DEV-O-MCD3 – Lighting</u>
2. <u>All outdoor lighting shall be shielded from above such that the edge of the shield shall be below the whole of the light source, so that all the light shines below the horizontal.</u>	
3. <u>The correlated colour temperature of outdoor lighting shall not exceed 2500 K.</u>	

Matters of Control and Discretion

DEV-O-MCD1	<u>Design considerations</u> 1. <u>The extent to which the design of development is in accordance with the relevant parts of the Ōhoka Village Design Guidelines.</u>
DEV-O-MCD2	<u>Urban design</u> 1. <u>The extent to which development:</u> <ol style="list-style-type: none"> a. <u>is in accordance with the relevant parts of the Ōhoka Village Design Guidelines:</u> b. <u>recognises and reinforces the centre’s role, context, and character, including any natural, historic heritage or cultural assets;</u> c. <u>promotes active engagement with, and contributes to the vibrancy and attractiveness of, any adjacent streets, lanes or public spaces;</u> d. <u>takes account of nearby buildings in respect of the exterior design, architectural form, scale and detailing of the building;</u> e. <u>provides a human scale and minimises building bulk</u> f. <u>is designed to recognise CPTED principles, including surveillance, effective lighting, management of public areas and boundary;</u> g. <u>incorporates landscaping to increase amenity values, especially within surface car parking areas; and</u>

	h. <u>provides safe, legible, and efficient access for all transport users.</u>
DEV-O-MCD3	<p><u>Lighting</u></p> <ol style="list-style-type: none"> 1. <u>Whether the lighting is necessary for operational or functional purposes.</u> 2. <u>Adverse effects on the amenity, well-being, health and safety of people.</u> 3. <u>The extent to which light spill or glare may impact on activities occurring on an adjoining property.</u>
DEV-O-MCD4	<p><u>Fencing</u></p> <ol style="list-style-type: none"> 1. <u>The extent to which alternative forms of fencing are in accordance with the Ōhoka design guidelines.</u>
DEV-O-MCD4	<p><u>Roofs</u></p> <ol style="list-style-type: none"> 1. <u>The extent to which alternative roof colours adversely affect the visual amenity of the surrounding environment.</u>
DEV-O-MCD5	<p><u>Minor road infrastructure upgrades</u></p> <ol style="list-style-type: none"> 1. <u>Whether and to what extent minor works are required to carriageways and roadside hazards, including roadside signage and/or line markings and/or pedestrian and cycle infrastructure, on Whites and Bradleys roads (on the stretches between Tram Road to Mill Road), Mill Road (where impacted by the development) and Threlkelds Road based on the findings of a traffic engineering assessment undertaken in consultation with the District Council.</u>
DEV-O-MCD6	<p><u>Transport network effects</u></p> <ol style="list-style-type: none"> 1. <u>The actual or potential adverse effects on the transport system arising from the anticipated trip generation (for all transport modes) from the proposed activity, particularly relating to safety and efficiency effects, including consideration of cumulative effects with other activities in the vicinity.</u>

Appendix

DEV-O-APP1 – Ōhoka Outline Development Plan

All requirements specified below are to be designed/coordinated to the satisfaction of Council prior to approval of any subdivision consent application. A discretionary resource consent is required for any subdivision application or development of the site that does not comply with this Outline Development Plan pursuant to Subdivision Standard SUB-S4 and/or Rule DEV-O-R9. The provisions within this Outline Development Plan are supported by the **Ōhoka Village Design Guidelines** (see DEV-O-APP2).

Land Use Plan

The Development Area shall achieve a minimum net density of 12 households per hectare, averaged over the Settlement zoned land. The zone framework supports a variety of site

sizes to achieve this minimum density requirement. Staging is required to ensure the Development Area develops in a logical and appropriate manner in recognition of the current urban form of Ōhoka. In general, staging will proceed from the Mill Road end towards the southwest. Ōhoka Stream forms the first line of containment, the realigned and naturalised spring channel forms the second line, Ōhoka South Branch the third, and Landscape Treatment B the last.

Confirmation at the time of subdivision of each stage, and an assessment as to how the minimum net density of 12 households per hectare for the overall area can be achieved, will be required.

Residential activities are supported by key open spaces, waterbodies, and a small commercial centre which is to become part of the village centre of Ōhoka. This commercial centre will provide good accessibility and help to meet some of the convenience needs of residents in the immediate area. A car parking area within the village centre will provide a public transportation hub via the provision of park and ride services. It can also provide for ride sharing. The parking area will be of a high amenity standard enabling it to be integrated into a village square to provide additional hard surface area when required for community events, as well as providing for parking for the Ōhoka farmers market at the neighbouring Ōhoka Domain. Provision is also made to host the Ōhoka farmers market during winter months when ground conditions in the domain are unsuitable.

Provision is made for educational facilities in the area immediately adjoining the Local Centre Zone on Whites Road on the south side of the Ōhoka Stream. The prospect of developing such facilities will be subject to a needs assessment according to the Ministry of Education processes. If the Ministry decides that educational facilities are not required, additional residential properties will be developed at a minimum net density of 12 households per hectare.

Provision is also made for a polo field and associated facilities within the Polo Grounds Overlay. If a polo ground is not established, additional residential properties will be developed at a minimum net density of 12 households per hectare.

The **Ōhoka Village Design Guidelines** and development controls specific to the Development Area will ensure the retention of the green open characteristics of the Ōhoka settlement, particularly within the street environments and along property boundaries. The overarching purpose of the guidelines is to ensure development is of the quality and character required to retain the dominant characteristics of Ōhoka. The guidelines apply to subdivision and public realm within the Development Area and key activities including the village centre, school, retirement village and polo facility covering matters such as built form, fencing/walls, planting, streetscape, and parking. The guidelines also provide the basis for built form standards DEV-O-BFS1 to DEV-O-BFS3. The guidelines have the following design objectives:

Context and character:

Ensure that design of development is in keeping with the character of development anticipated for the area and relevant natural, heritage and cultural features.

Promote generous planting of trees and native vegetation.

Promote community connectivity in residential areas by creating open property boundaries.

Maintain consistency in landscape treatments between public and private spaces while allowing individuality on a property-by-property basis.

Protect the night-time ambience of the surrounding environment by ensuring that light pollution is kept to a minimum.

Relationship to the street, public open spaces and neighbours:

Ensure that development engages with and contributes to adjacent streets and public open spaces to contribute to them being safe and attractive, while avoiding unacceptable loss of privacy.

Built form and appearance:

Promote a consistency of landscaping that is appropriate for the location.

Ensure that the design of buildings minimises visual bulk.

Access, parking and servicing:

Ensure good access and integration of space for parking and servicing.

Ensure outdoor storage and rubbish bins are is appropriately located and screened.

Minimise the prominence of vehicles and maintain pedestrian priority in public spaces.

Safety:

Ensure the incorporation of CPTED principles to achieve a safe, secure environment.

Stormwater:

Ensure that stormwater is appropriately managed recognising the low-lying nature of the Development Area and the high water table and providing for low impact natural drainage.

Sustainability:

Ensure the incorporation of environmental efficiency measures in the design.

Encourage an ecological approach to planting including through use of species endemic to the area.

An independent design approval process will be established, and most likely administered by a professional residents' association, which would appoint suitably qualified experts' (such as architects, urban designers and landscape architects) selected from a Council approved list. These experts would review and certify proposals relating to rules DEV-O-R1, DEV-O-R3, DEV-O-R4, DEV-O-R5 and DEV-O-R6.

Movement Network

A road network and classification for the Development Area shall be developed that, together with the green network, delivers a range of integrated movement options. A key design principle of the movement network shall be facilitating movement towards the village centre and within the Development Area, particularly on foot or bicycle. In recognition of the character of the Ōhoka setting, several specific road types within the Development Area shall be developed with varying widths and layouts depending on the function and amenity. These are to be developed in collaboration with Council at subdivision consenting stage.

Gateway treatments would likely be located at the intersection of Mill Road and Bradleys Road, and on Whites Road at the intersection of Ōhoka Stream, although the exact locations are subject to further consideration. The Mill Road / Bradleys Road gateway is directly at the intersection with a hard contrast from flat open rural land to a built-up edge supported by the verticality of landscape treatment. The Whites Road gateway will use the Ōhoka Stream as a distinct design feature. Combined with specific landscape treatment and bespoke design details, such as lighting and signage, this will create a strong rural gateway. The existing 100km/hr speed limit would ideally reduce to 60km/hr or slower from the Ōhoka Stream gateway. There are potential minor traffic thresholds proposed at the southern boundaries of the Development Area at both Bradleys Road and Whites Road. The speed limit would ideally reduce to 80km/hr or slower on Bradleys Road and Whites Road alongside the Development Area frontage (outside the gateways). Regardless, two pedestrian/cycle crossings are to be provided across Whites Road, one near the Ōhoka Stream and the other near the commercial area.

The road classification shall deliver an accessible and coherent neighbourhood that provides safe and efficient access to the new development. The movement network for the area shall integrate into the existing and proposed pedestrian and cycle network beyond the Development Area. A 2.5m wide shared path is proposed with the Landscape Treatment Area A along Whites Road and Bradleys Road. Wherever possible, other bicycle and pedestrian routes shall be integrated into the green network within the Development Area. Cycling and walking shall otherwise be provided for within the road reserve and incorporated into the road design of the overall road network where applicable. Adequate space must be provided to accommodate bicycles and to facilitate safe and convenient pedestrian movements. The management, design and/or treatment of roads within the subdivision shall achieve an appropriately low-speed environment, accounting for the safety and efficiency of all road users.

Trees in the road reserve will assist in reducing the perceived width of the road corridors and provide a sense of scale. Further, the street trees will break up the roof lines of the denser areas and provide shade and texture. The trees may be located between carriageway and

footpaths on larger roads, and closer to the carriageway on smaller roads. Swales will also assist in softening the road appearance, along with providing stormwater treatment. Aside from the functional aspects, the different street environments will significantly contribute to differentiating the Development Area from the typical suburban character found in the main centres of the District.

The Outline Development Plan provides road links to Mill Road, Bradleys Road and Whites Road. These intersections will be priority-controlled with priority given to the external road network. Direct vehicular access to private properties can be provided to Mill Road. Otherwise, no direct vehicular access to Bradleys Road and Whites Road is provided.

The following transport network upgrades are required to accommodate growth and traffic from the Development Area as per Rule DEV-O-S4 (noting that upgrades are required regardless of whether the Development Area is developed):

- Road widening of Tram Road between Bradleys Road and Jacksons Road,
- Flaxton Road / Threlkelds Road intersection roundabout with associated changes in priority at the Mill Road / Threlkelds Road intersection,
- Whites Road / Tram Road roundabout,
- Bradleys Road / Tram Road roundabout, and
- Improvements at the Tram Road / State Highway 1 interchange to increase the capacity for right turning traffic onto the south bound on-ramp, and
- Tram Road Safety Improvements as included in the Waimakariri District Long Term Plan 2024-2034 with any required amendments in response to additional traffic from the Development Area.

In addition to these upgrades, consideration shall be given to whether the development warrants minor works to carriageways and roadside hazards, including roadside signage and/or line markings, on Whites and Bradleys roads (on the stretches between Tram Road to Mill Road), Mill Road (where impacted by the development) and Threlkelds Road as required by Rule DEV-O-R7. If improvement works are determined to be necessary, these works would be developer funded. Consideration shall also be given to upgrading the existing pedestrian/cycle connection along Mill Road to Jacksons Road to support access to the existing school acknowledging that a new school is provided for within the Development Area.

All works relating to Council road assets will be funded, in part, by development contributions levied at subdivision stage. If any of the upgrades are required earlier than scheduled to respond to growth in the wider network, a developer agreement may be required to enable the works to be implemented without undue delay.

The developer shall consult with Waka Kotahi in respect of the upgrade works required in respect of the Tram Road / State Highway 1 interchange

Subdivision shall preserve the ability to provide access to the land to the south of the Development Area.

Public Transport

A daily public transport service shall be provided connecting Ōhoka to Kaiapoi and/or Rangiora that:

- Connects with onward services, especially to Christchurch,
- Maintains a 30-minute frequency if servicing Kaiapoi or Rangiora, acknowledging that the frequency would change to hourly if both centres were to be serviced,
- Minimises morning connection times,
- Allows time for delays in afternoon connection times,
- Keeps departure times as consistent through the day as possible, and
- Minimises wait times evenly between arriving and departing all-stop services.

The Ōhoka terminus shall be situated in the Local Centre Zone adjacent the park and ride facility and provide a suitable shelter facility. The terminus location is sufficient to service initial subdivision stages. As the Development Area is developed towards the south, up to two additional bus stops shall be provided within the Settlement Zone in accordance with New Zealand Transport Agency spacing standards. The internal collector road network will allow a bus to perform a clockwise loop from the terminus returning to Mill Road (via Bradleys Road or Mill Road) and onward to Kaiapoi or Rangiora.

The location of the termini of the service in Kaiapoi and/or Rangiora shall be determined at the time of subdivision in consultation with Council and the Canterbury Regional Council.

The vehicle(s) providing the service shall be electric powered bus with 22-seat plus eight standing capacity (or similar), wheelchair access and bicycle racks. A suitable alternate vehicle should also be available if the dedicated vehicle is off the road for maintenance, or otherwise unavailable. Unless fare integration with Canterbury Regional Council contracted services is in place, the service shall be provided without charge. Travel on the service is available to anyone travelling to/from Ōhoka.

An appropriate legal mechanism shall be established to ensure the implementation and ongoing delivery of the service-for a period of not less than 10 years from the occupation of the first new residential unit constructed within the Development Area unless the Canterbury Regional Council elects to provide a similar service. To secure the implementation and ongoing delivery of the service, the developer shall enter into a bond with Council to the value of 100% of the cost to deliver the service. The bond shall be held for 10 years from commencement of the proposed service with 5% of its value progressively released at six monthly intervals.

Amendments to the proposed service, and agreements securing its delivery, will be able to be made by mutual agreement with Council at any stage.

Supporting reductions in greenhouse gas emissions

In addition to the public transport service detailed above, measures to support reducing greenhouse gas emissions include a-requirements for additional tree planting (DEV-O-BFS1) and for at least 15% of site area to be planted in native vegetation (DEV-O-BFS2) on all residential properties.

Further, LPG use shall be prohibited within the Development Area, except for LPG for outdoor barbeque use, and all residential units shall be required to be electric vehicle charging ready and include solar power generation as required by DEV-O-S6. These requirements shall be enforced by a legal instrument that is binding on all future residential allotment owners such as developer covenants.

Water and Wastewater Network

Water reticulation is to be provided by the establishment of a new community drinking water scheme. A site of approximately 1,000m² will be provided within the Development Area for water supply headworks infrastructure including treatment plant, storage reservoirs and reticulation pumps. Fire-fighting flows to FW2 standards will be provided for Settlement and Local Centre zoned properties. Hydrants will be provided for emergency requirements within the Large Lot Residential Zone, in a similar manner to the neighbouring Mandeville and Ōhoka areas.

Wastewater will be reticulated to the Rangiora Wastewater Treatment Plant either via gravity reticulation or a local pressure sewer network or a combination of both. A new rising main connecting the development to the treatment plant is likely to be required.

Open Space, Recreation and Stormwater Management

The green network combines the Natural Open Space Zone, recreational reserves including pedestrian connections, and stormwater management throughout the Development Area. The green network largely follows waterways and provides access to open space for all future residents within a short walking distance of their homes. Pedestrian and cycle paths will integrate into the green network to ensure a high level of connectivity is achieved, and to maximise the utility of the public space.

Detailed stormwater solutions shall be determined by the developer at subdivision stage and in accordance with Canterbury Regional Council requirements. Stormwater management facilities shall be designed to integrate into both the movement and open space networks where practicable. Groundwater monitoring will assist in the design of the stormwater management facilities.

The stormwater solutions shall be cognisant of a 26-hectare area adjacent the Whites Road boundary that may not be able to be attenuated. The stormwater solutions for development of the site shall demonstrate hydraulic neutrality up to the 50-year event. If neutrality cannot be achieved, the density of development within the 26-hectare area may need to be reduced.

The proposed green and blue network provides an opportunity to create ecological corridors. Plant species in the new reserves and riparian margins shall include native tree and shrub plantings. The plant species selection process shall involve consultation with local rūnanga. The green network will ensure that buildings are setback an appropriate distance from waterbodies.

Character and amenity through landscape and design

The character of Ōhoka is strongly reliant on landscaping, in particular trees, in both public and private environments. The landscape treatment of the waterway margins may include large specimen trees but will mostly be comprised of planted natives. Space for street trees is to be provided on both sides of all road types and are to be placed strategically to create an organic street scene avoiding a typical suburban appearance. Additional tree planting is required on private properties.

An overall planting strategy is to be developed for the Development Area at subdivision consent stage.

Specific measures to protect and enhance landscape values will be addressed at the time of subdivision including:

- a. An assessment by a suitably qualified and experienced arborist, guided by a suitably qualified terrestrial ecologist, that:
 - i. Identifies trees that are to be retained and integrated into the development
 - ii. Specifies protection measures during construction to ensure survival of selected trees

To further support the distinct village character of Ōhoka, street furniture, lighting and all other structures in the public realm are to reflect the rural characteristics with regard to design, type, scale, material and colour. In particular, street lighting shall be specified to minimise light spill and protect the dark night sky.

Landscape Treatment A

Landscape Treatment A shall be designed to assist in retaining a rural character along Whites and Bradley Roads and to fully screen development from public and private vantage points outside the Development Area. It shall consist of a 1.5-metre-wide grass strip at the site boundary with an adjoining 2.5-metre-wide gravel path and a 10-metre-wide native vegetation strip in the location identified on the Outline Development Plan and include a post and rail fence or post and wire fence on the road side of the vegetation. Solid fencing within this strip is not permitted. This is combined with a 20m building setback, consistent with setbacks required in the adjacent Rural Lifestyle Zone.

The planting is to consist of the following species, or similar, planted at 1000mm centres to achieve a minimum height of 5m once established:

- Griselinia littoralis, Broadleaf;

- Cordyline australis, Ti kouka;
- Pittosporum tenuifolium, Kohuhu;
- Podocarpus totara, Totara;
- Phormium tenax, Flax;
- Dacrycarpus dacrydioides, Kahikatea;
- Sophora microphylla, SI Kowhai;
- Korokia species; and
- Cortaderia richardii, SI Toetoe.

Landscape Treatment B

Landscape Treatment B, as indicated on the Outline Development Plan, shall be designed to provide a visual buffer between the Development Area and adjacent rural land to the southwest. The treatment shall consist of retention of the existing shelter belts running along the southern boundary of the Development Area and planting a 6m wide landscape strip consisting of either (or a mix of) the following trees, or similar, to achieve a minimum height of 5m with trees at a maximum spacing of 2000mm:

- Pinus radiata, Pine;
- Cupressus Arizonia, Arizona cypress;
- Chaemaecyparis lawsoniana, Lawson's Cypress;
- Populus nigra, Lombardy Poplar;
- Podocarpus totara, Totara (native);
- Pittosporum eugenioides, Tarata (native);
- Phormium tenax, Flax;
- Prunus lusitanica, Portuguese laurel; and
- Griselinia littoralis, Kapuka / Broadleaf (native).

Landscape Treatment C

Landscape Treatment C is proposed to be located toward the northern extent of the Development Area and act as a buffer between the Development Area and the existing Ōhoka Village properties on the southern side of Mill Road. The treatment shall be a planted single row consisting of one of the below species, or similar, along the shared internal boundaries to achieve a minimum established height of 4m and a width of 2m, planted at a maximum spacing of 1500mm (within a 6m wide strip). This relates to the internal boundaries of 290 and 344 Bradleys Road; 507, 531 and 547 Mill Road; and 401 Whites Road.

- Prunus lusitanica (Portuguese Laurel)
- Pittosporum eugenioides (Tarata, Lemonwood)
- Pittosporum tenuifolium (Kohuhu, Black Matipo)
- Griselinia littoralis (Broadleaf)
- Kunzea ericoides (Kanuka)
- Leptospermum scoparium (Maunka)

Approval, Implementation and Maintenance

All proposed planting within Landscape Treatments A, B and C and the green and blue networks will be subject to Council approval. A landscape management plan shall be developed to ensure a successful outcome and provided for approval at Engineering Approval Stage. The plan will provide direction on the establishment of planting, weed and pest control, replacement planting, irrigation and maintenance. The landscape maintenance period shall extend for five years following implementation.

The National Grid

The National Grid Islington – Southbrook A (ISL-SBK-A) 66kV transmission line traverses the site. The line starts at the Islington Substation in Christchurch and extends through the Christchurch, Waimakariri and Hurunui districts. The following matters will assist in ensuring the ability for Transpower to operate, maintain, upgrade and develop the National Grid is not compromised by future subdivision and land use.

Consultation

Transpower shall be consulted as part of any application for subdivision consent affecting the National Grid. Evidence of this consultation shall be provided to Council as part of any subdivision consent application.

Planting and maintenance of landscaping beneath the National Grid

Any landscaping in the vicinity of the National Grid shall be designed and implemented to achieve compliance with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001) and the Electricity (Hazards from Trees) Regulations 2003, including when planting reaches maturity.

Water Bodies and Freshwater Ecosystems

The Development Area contains several waterbodies with varying characteristics. Development of the Development Area provides potential for higher ecological values to be re-established through restoration and enhancement. This could include protected reserve space, native planting, naturalisation, and instream enhancement. Development shall protect and enhance selected water bodies and freshwater ecosystems within the Development Area and incorporate these features into the wider green and blue network of the site.

In terms of specific measures to be addressed at the time of subdivision in order to protect and enhance freshwater values and ecosystems, development within the Development Area shall:

- a. Include an assessment by a suitably qualified and experienced practitioner that:
 - i. Provides the results of groundwater and spring water level and spring flow monitoring across the site to inform the construction methodologies that are applied in different parts of the site; and

- ii. Specifies construction measures to ensure that shallow groundwater is not diverted away from its natural flow path for those areas where the shallow groundwater (in water bearing seems or layers) is likely to be intercepted by service trenches and hardfill areas.
 - b. Be in accordance with an Ecological Management Plan prepared by a suitably qualified and experienced practitioner that, as a minimum, includes:
 - i. Plans specifying spring head restoration, riparian management, waterway crossing management, and segregation of spring water and untreated stormwater.
 - ii. Aquatic buffer distances, including minimum waterbody setbacks for earthworks and buildings of:
 - 30 metres from the large central springhead and Northern Spring head identified on the ODP.
 - 20 metres from the Ōhoka Stream and Groundwater Seep origin.
 - 15 metres from Northern and Southern Spring Channel and South Ōhoka Branch.
 - 10 metres from the Groundwater Seep channel.
 - 5 metres from the South Boundary Drain along the furthestmost southwest boundary of the ODP area.
- Any additionally identified springs shall be assessed to determine the appropriate aquatic buffer distance.
- iii. Ongoing maintenance and monitoring requirements that are to be implemented, including groundwater level, spring water level and spring flow monitoring.
 - c. Maintain the perennial course of the lower Southern Spring Channel.
 - d. Possible re-alignment of the Northern Spring Channel baseflow into the Southern Spring Channel downstream of the spring-fed ponds. Both channels are perennial and could be meandered and naturalised.
 - e. Possible meandering and naturalisation of the Groundwater Seep.
 - f. Riparian planting plans with a focus on promotion of naturalised ecological conditions, including species composition, maintenance schedules, and pest and predator controls.
 - g. Stream ecology monitoring (i.e., fish, invertebrates, instream plants and deposited sediment surveys).

The aquatic buffers shall be protected by appropriate instruments (whether that be esplanade reserves/strips, recreation reserves or consent notice condition imposed setbacks) at the subdivision consent stage. Further, landscape design drawings of stream setbacks are to include input and approval from a qualified freshwater ecologist, with a minimum of the first 7 metres of the spring and stream setbacks to be reserved for riparian vegetation only, with no impervious structures and pathways as far as practicable away from the waterway.

Additional protection shall be afforded to ecological restoration within the Development Area and existing ecosystems in the surrounding area by the prohibition of the keeping and

breeding of domestic cats. This requirement shall be enforced through a developer covenant.

Cultural

The importance of natural surface waterbodies and springs to Manawhenua is recognised and provided for by the Outline Development Plan and the specific measures described above in respect of waterbodies and freshwater ecosystems that will support cultural values associated with the Development Area. The Ngāi Tahu Subdivision and Development Guidelines shall be referred to throughout the subdivision design process with guidance adopted where practical/applicable.

For all earthworks across the site, an Accidental Discovery Protocol will be implemented at the time of site development, in addition to appropriate erosion and sediment controls, to assist in mitigating against the potential effects on wahi tapu and wahi taonga values generally.

Detailed Site Investigation

Due to the previous agricultural land use including the storage and spreading of dairy effluent, a Detailed Site Investigation shall be carried out at subdivision consent stage. This investigation will identify what (if any) remediation is required to satisfy the requirements of the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011.

Ōhoka Outline Development Plan

[\[INSERT THE ODP GRAPHIC\]](#)

DEV-O-APP2 – Ōhoka Village Design Guidelines

[\[INSERT LINK TO THE ŌHOKA DESIGN GUIDELINES\]](#)

DEV-O-APP3 – Certification of Ōhoka Village Design Guidelines Revisions

Criteria

An assessment shall be provided to confirm that any proposed amendments to the Ōhoka Village Design Guidelines made by the Design Review Panel continue to ensure:

1. the guidelines are consistent with the objectives and policies of the Ohoka Development Area, particularly DEV-O-1, DEV-O-P1 and DEV-O-P3,
2. the retention of the green open characteristics of the Ōhoka settlement, particularly within the street environments and along property boundaries,
3. that development is of the quality and character required to retain the dominant characteristics of Ōhoka, and
4. that the guidelines apply to subdivision and public realm within the Development Area and key activities including the village centre, school, retirement village and

polo facility covering matters such as built form, fencing/walls, planting, streetscape, and parking.

Certification

The Council shall certify that any amendments to the Ōhoka Village Design Guidelines are in accordance with Clauses 1 - 4 above.