

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)

Further reconvened hearing statement of evidence of Tim Walsh
(Planning)

Dated: 1 November 2024

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FURTHER RECONVENED HEARING 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, and in my reconvened hearing statement of evidence dated 17 October 2024.
- 4 The purpose of this evidence is to provide a s32AA evaluation in respect of changes to the Ōhoka rezoning proposal.

CODE OF CONDUCT

- 5 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.

FURTHER CHANGES TO PROVISIONS

- 6 The Panel directed in Minute 31 that I provide a revised set of provisions following the adjournment of the hearing. The revised provisions were then discussed during the planners conferencing and further amendments were made and included with the JWS. Further amendments were then made, primarily to incorporate a proposed design guideline for the Ōhoka Development Area, as presented in my evidence for the reconvened hearing.
- 7 Following the evidence exchange for the reconvened hearing, Mr Compton-Moen and I met with Mr Willis and Mr Nicholson to discuss the proposed design guideline. The experts agreed that the guideline presented administrative challenges and that a new document should be developed which would provide Ōhoka Development Area specific assessment criteria. We agreed that detailed design guidance would best sit outside the Proposed Plan.
- 8 Further, Mr Willis and I identified instances where changes to proposed provisions could be made which would achieve the intended outcomes with greater efficiency. The revised provisions and the Ōhoka specific assessment criteria are included at

Appendix 1 and **Appendix 2** respectively. Additions to the provisions are shown in underlined green text and deletion of previously proposed provisions are shown in double struck-through red text. A clean version of the proposed provisions is included at **Appendix 3**. I understand all the planning experts who attended the conferencing are generally comfortable with the changes.

- 9 I note that Mr Willis and I identified similar district plan administrative issues in respect of the Pegasus Resort Design Guidelines, which the submitter used as a guiding concept when developing the Ōhoka design guideline proposal.

SECTION 32AA ASSESSMENT

- 10 A section 32 evaluation is provided in my evidence in chief from paragraph 275. The subsequent changes to the proposed provisions include the following:

10.1 Minor amendments to the Ōhoka Development Area objective and policies, and additional policies relating to transport safety and choice, and support for GHG emissions reductions.

10.2 The proposed urban design rule permitting development assessed to be accordance with yet to be prepared design guidelines has been removed. This has been replaced with a controlled activity rule for LCZ development (see DEV-O-R1). The applicable matters of control are listed at CMUZ-MD3 (Urban design) with the addition of a matter requiring an assessment as to the consistency with the relevant parts of the proposed Ōhoka Assessment Criteria.

10.3 Rules permitting anticipated activities including a parking lot in the LCZ, education and polo facilities in the relevant overlays, and a retirement village are now proposed to have controlled activity status. These activities would have been subject to the urban design rule. Council's control would be limited to the matters listed at CMUZ-MD3 (Urban design) and CMUZ-MD18 (Parking lots and parking buildings) in relation to parking lots in the LCZ (see DEV-O-R2). In respect of education (DEV-O-R3) and polo¹ (DEV-O-R4) facilities in the relevant overlays and retirement villages (DEV-O-R5), control is limited to the matters listed at RES-MD2 (Residential design principles). Assessment would also be required against the relevant parts of the proposed Ōhoka Assessment Criteria in respect of parking lots and education and polo facilities.

10.4 Rules/standards are now proposed requiring road infrastructure upgrades (DEV-O-R6 and DEV-O-S3), public transport service provision (DEV-O-S4), GHG emissions

¹ A definition for polo field and ancillary activities and facilities is proposed.

reduction (DEV-O-S5) and the provision of retail activities (DEV-O-S6).

10.5 Built form standards are now proposed restricting roofing to recessive colours and limiting outdoor lighting.

- 11 The purpose of the changes is to more clearly articulate the intended outcomes for the Ōhoka Development Area and ensure those outcomes are realised. The most recent changes were made to ensure the provisions do not rely on a design guideline to deliver the Ōhoka Development Area objective.

Evaluation of the Proposed Objective

- 12 The proposed amendment to the Ōhoka Development Area objective is minor and does not change my assessment at paragraphs 286 to 288 of my evidence in chief.

Evaluation of the Proposed Policies and Methods

Policies

- 13 The additional proposed policies relating to transport and GHG emissions closely align with NPS-UD policy direction, particularly policies 1(c) and 1(e), and does not, in my view, conflict with any Proposed Plan objectives.

Methods

- 14 To ensure that development reflects the existing characteristics of the settlement, and otherwise adheres to good urban design principles, the proposed provisions require resource consent for several key anticipated activities and rely on subdivision and land use consent processes to assess proposals against the relevant district plan matters of control. I previously assessed this option as being reasonably practicable, but expressed concern that the consenting process might lack site-specific design control and would not provide overly clear expectations to designers². In my view, the current set of provisions would ensure the desired outcomes for the Development Area are delivered. The Ōhoka Assessment Criteria provides site-specific design control and sets clear expectations for designers.
- 15 The additional rules requiring road infrastructure upgrades, provision of the proposed public transport service and implementation of GHG emissions reduction were previously expressed as requirements in the ODP narrative. After considering concerns raised by the Panel and s42A officer, the ODP requirements were translated into rules.

² See paragraph 302 of my evidence in chief

- 16 The rule limiting residential development until local retail is established was proposed by the submitter in response to concerns raised by the Panel. The rule seeks to avoid the situation where no local convenience retail is provided. I support its inclusion and consider it meets the section 32 requirements.
- 17 The additional built form standards requiring recessive roof colours and limitations to outdoor lighting are proposed for rural character and visual effects reasons. Before the Development Area boundary landscape treatments mature, a recessive roofscape assists in maintaining rural character beyond the Development Area and reduces visual effects on neighbours. Limiting outdoor lighting in rural areas is becoming common practice to protect night-time rural amenity and the night sky. Both built form standards respond to concerns raised by submitters and are supported by Mr Compton-Moen and Mr Milne.

Objectives of the Proposed Plan

- 18 I continue to hold the view that the proposed rezoning generally accords with the objectives and policies of the Proposed Plan, acknowledging that certain objectives and policies discourage the type of urban growth proposed and associated loss of productive farmland.

Overall Assessment

- 19 I consider that the proposed objective is the most appropriate way to achieve the purpose of the Act for the reasons set out in my evidence in chief. I also consider that the proposed provisions are effective and efficient, that any additional costs are outweighed by the benefits, and that they are the most appropriate way of achieving the objective of the proposal.

Dated: 1 November 2024

Tim Walsh

APPENDIX 1

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 ancillary activities and 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 inserting assessment criteria specific to the Ōhoka Development Area (see DEV-O-APP2)
- 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

INSERT THE FOLLOWING DEFINITION

~~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);~~

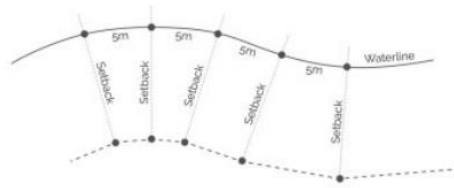
Polo field and ancillary activities and facilities

means the land and buildings for the purposes of participating in or viewing polo and activities associated with recreational and competitive polo, whether a charge is made for admission or not. It includes, but is not necessarily limited to:

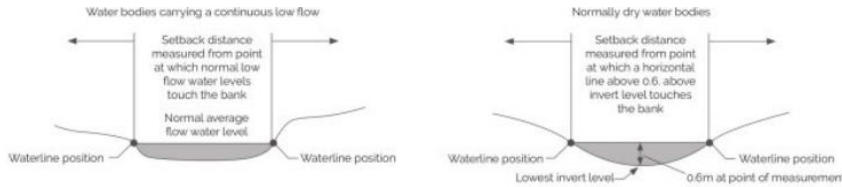
- a polo playing field with goal posts, sideboards and line markings,
- stables, equipment storage and a horse exercise area(s),
- maintenance facilities,
- a clubhouse,
- spectator amenities and viewing facilities, and
- parking, loading and manoeuvring areas.

Figure NATC-1: Interpretation of banks of water bodies

AMEND s42A RECOMMENDED INTERPRETATION



Where the waterline position follows a meandering alignment setback distance shall be measured along a line that is nearly as practicable radial to the curvature of the waterline, and at 3m intervals along the waterline as illustrated.



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

Normal average low flow water level

SUB – Subdivision

Matters of Control and Discretion

AMEND SUB-MCD2 - SUBDIVISION DESIGN

| SUB-MCD2 | Subdivision design |
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| | <ol style="list-style-type: none"> 1. The extent to which design and construction of roads, service lanes, and accessways will provide legal and physical access that is safe and efficient. 2. The extent to which the proposal complies with any relevant ODP or concept plan. Where a proposal does not comply with an ODP or concept plan, the extent to which the proposal achieves the same, or better urban design and environmental outcomes, than provided through the ODP or concept plan. 3. The extent to which allotments provide for solar orientation of buildings to achieve passive solar gain. 4. Design of the subdivision and any mitigation of reverse sensitivity effects on infrastructure. 5. The provision and location of walkways and cycleways, the extent to which they are separated from roads and connected to the transport network. 6. The provision and use of open stormwater channels, wetlands and waterbodies, excluding aquifers and pipes and how they are proposed to be maintained. 7. The provision, location, design, protection, management and intended use of reserves and open space. 8. The extent to which areas of significant indigenous vegetation or significant habitats of indigenous fauna, the |

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| | <p>natural character of freshwater bodies, springs, watercourses, notable trees, historic heritage items, or wāhi taonga are protected and their values maintained.</p> <p>9. The extent to which subdivision subject to an ODP:</p> <ol style="list-style-type: none"> a. provides for the protection of routes for future roads, and other public features of the subdivision, from being built on; and b. will not undermine or inhibit the future development of identified new development areas. <p>10. <u>In relation to subdivision within the Ōhoka Development Area:</u></p> <ol style="list-style-type: none"> a. <u>the extent to which the proposal is consistent with the relevant parts of the Ōhoka Assessment Criteria.</u> |
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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.

Activity Rules

AMEND RULES SETZ-R3, SETZ-R15, SETZ-17, SETZ-18, SETZ-19, SETZ-20 & SETZ-22

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| <p>SETZ-R3 Minor residential unit</p> <p><i>This rule does not apply within the Ōhoka Settlement Zone</i></p> | |
| <p>Activity Status: PER</p> <p>Where:</p> <ol style="list-style-type: none"> 1. the maximum GFA of the minor residential unit shall be 80m² (excluding any area required for a single car vehicle garage or carport); 2. there shall be only one minor residential unit is provided per site; and 3. parking and access is achieved from the same entrance as the principal residential unit on the site. | <p>Activity status where compliance is not achieved: RDIS</p> <p>Matters of discretion are restricted to: RES-MD1 - Minor residential units</p> |

SETZ-R15 Health care facility

This rule does not apply within the Ōhoka Settlement Zone

Activity Status: PER

Where:

4. the activity shall only be located on sites with frontage and the primary entrance to a strategic road, arterial road or collector road;
5. the maximum GFA of building occupied by the educational facility shall be 200m²;
6. 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;
7. the facility shall not result in more than two non-residential activities within a residential block frontage; and
8. 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**

This rule does not apply within the Ōhoka Settlement Zone

Activity Status: PER

Where:

1. the maximum GFA of building occupied by the neighbourhood convenience retail activity shall be 75m².

Activity status where compliance is not achieved: DIS**SETZ-R18 Veterinary facility**

This rule does not apply within the Ōhoka Settlement Zone

Activity Status: PER

Where:

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

Activity status where compliance is not achieved: DIS

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| 2. the maximum GFA of building occupied by the veterinary facility shall be 200m ² . | |
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SETZ-R19 Food and beverage outlet

This rule does not apply within the Ōhoka Settlement Zone

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| <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

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| <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.

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| <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 An application for a restricted</p> | <p>Activity status where compliance is not achieved: DIS</p> |
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| discretionary activity under this rule is precluded from being publicly notified, but may be limited notified. | |
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Matters of Discretion for all Residential Zones

AMEND RES-MD2 RESIDENTIAL DESIGN PRINCIPLES

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| RES-MD2 | Residential design principles <ol style="list-style-type: none">1. Context and character:<ol style="list-style-type: none">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.b. The relevant considerations are the extent to which the development:<ol style="list-style-type: none">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; andii. 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.2. Relationship to the street and public open spaces:<ol style="list-style-type: none">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.b. The relevant considerations are the extent to which the development:<ol style="list-style-type: none">i. orientates building frontages including entrances and windows to habitable rooms toward the street and adjacent public open spaces;ii. designs buildings on corner sites to emphasise the corner;iii. needs to minimise south-facing glazing to minimise heat loss; andiv. avoids street façades that are blank or dominated by garages. |
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| | <ul style="list-style-type: none">3. Built form and appearance:<ul style="list-style-type: none">a. The extent to which the development is designed to minimise the visual bulk of the buildings and provide visual interest.b. The relevant considerations are the extent to which the development:<ul style="list-style-type: none">i. divides or otherwise separates unusually long or bulky building forms and limits the length of continuous rooflines;ii. utilises variety of building form and/or variation in the alignment and placement of buildings to avoid monotony;iii. avoids blank elevations and façades dominated by garage doors; andiv. achieves visual interest and a sense of human scale through the use of architectural detailing, glazing and variation of materials.4. Residential amenity:<ul style="list-style-type: none">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.b. The relevant considerations are the extent to which the development:<ul style="list-style-type: none">i. provides for outlook, sunlight and privacy through the site layout, and orientation and internal layout of residential units;ii. directly connects private outdoor spaces to the living spaces within the residential units;iii. ensures any communal private open spaces are accessible, usable and attractive for the residents of the residential units; andiv. includes tree and garden planting particularly relating to the street frontage, boundaries, accessways, and parking areas.5. Access, parking and servicing:<ul style="list-style-type: none">a. The extent to which the development provides for good access and integration of space for parking and servicing.b. The relevant considerations are the extent to which the development:<ul style="list-style-type: none">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; |
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| | <ul style="list-style-type: none"> 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 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. <p>6. Safety:</p> <ul style="list-style-type: none"> a. The extent to which the development incorporates CPTED principles as required to achieve a safe, secure environment. b. The relevant considerations are the extent to which the development: <ul style="list-style-type: none"> i. provides for views over, and passive surveillance of, adjacent public and publicly accessible spaces; ii. clearly demarcates boundaries of public and private space; iii. makes pedestrian entrances and routes readily recognisable; and iv. provides for good visibility with clear sightlines and effective lighting. <p>7. <u>In relation to the Ōhoka Development Area:</u></p> <ul style="list-style-type: none"> a. <u>the extent to which the proposal is consistent with the relevant parts of the Ōhoka Assessment Criteria.</u> |
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LCZ - Local Centre Zone

Activity Rules

AMEND RULES LCZ-R1, LCZ-R4, LCZ-R21 & LCZ-R22

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| <p>LCZ-R1 Construction or alteration of or addition to any building or other structure <i>This rule does not apply within the Ōhoka Local Centre Zone</i></p> | |
| <p>Activity Status: PER</p> <p>Where:</p> <ul style="list-style-type: none"> 1. the activity complies with: <ul style="list-style-type: none"> a. all built form standards (as applicable); and b. the building or addition is less than 450m² GFA. | <p>Activity status when compliance not achieved with LCZ-R1(1)(a): as set out in the relevant built form standards</p> <p>Activity status when compliance not achieved with LCZ-R1(1)(b): RDIS</p> <p>Matters of discretion are restricted to: CMUZ-MD3 - Urban design</p> |

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| LCZ-R4 Retail activity | |
| Activity Status: PER Where: <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. | Activity status where compliance is not achieved: RDIS Matters of discretion are restricted to: CMUZ-MD11 - Residential development CMUZ-MD12 - Commercial activity distribution |

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| 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 |

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| 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 |

Matters of Discretion for all Commercial and Mixed Use Zones

AMEND CMUZ-MD3 URBAN DESIGN

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| CMUZ-MD3 | Urban design <ol style="list-style-type: none"> 1. The extent to which the development: <ol style="list-style-type: none"> a. recognises and reinforces the centre's role, context, and character, including any natural, historic heritage or cultural assets; b. promotes active engagement with, and contributes to the vibrancy and attractiveness of, any adjacent streets, lanes or public spaces; |
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| | <ul style="list-style-type: none"> c. takes account of nearby buildings in respect of the exterior design, architectural form, scale and detailing of the building; d. provides a human scale and minimises building bulk while having regard to the functional requirements of the activity; e. is designed to recognise CPTED principles, including surveillance, effective lighting, management of public areas and boundary; f. incorporates landscaping to increase amenity values, especially within surface car parking areas; g. provides safe, legible, and efficient access for all transport users; and h. where relevant, has regard to the objectives of any Town Centre Master Plan to support their recovery, long term growth and a high level of amenity. <p>2. In relation to the Ōhoka Development Area:</p> <ul style="list-style-type: none"> a. the extent to which the proposal is consistent with the relevant parts of the Ōhoka Assessment Criteria. |
| CMUZ-MD18 | <p>Parking lots and parking buildings</p> <ul style="list-style-type: none"> 1. The extent to which proposed parking dominates the streetscape, disrupts active frontages and pedestrian circulation; 2. The extent to which the parking undermines the centre's ability to accommodate activity at ground floor level, contributing to an active built frontage and viable centre; 3. Any adverse effects of vehicle access points and traffic movements on the safe and efficient operation of the transport system; 4. The extent to which the location and design of the parking access and manoeuvring areas support pedestrian and cyclist safety; and 5. Any adverse effects of the parking/access points on adjoining zones and the extent of mitigation available. 6. In relation to the Ōhoka Development Area: <ul style="list-style-type: none"> a. the extent to which the proposal is consistent with the relevant parts of the Ōhoka Assessment Criteria. |

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 ancillary activities 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

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| DEV-O-01 | <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 and ancillary activities and associated facilities, and</u> 6. <u>delivers ecological enhancement and recreational amenities.</u> |
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Policies

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| DEV-O-P1 | <p><u>Development Area character and amenity</u></p> <p>Ensure that the Development Area:</p> |
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| | <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 planting, 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> 4. <u>provides for high levels of connectivity throughout the Development Area and with the existing settlement.</u> |
| 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> |

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| <p>DEV-O-P5</p> | <p><u>Supporting reductions in greenhouse gas emissions</u></p> <p>Encourage and enable residents to reduce and offset their greenhouse gas emissions by:</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> |
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Activity Rules

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| <p>DEV-O-R1 <u>Construction or alteration of or addition to any building or other structure Buildings, structures, development, and landscaping within the Local Centre Zone</u></p> | |
| <p>Activity Status: CON</p> <p>Where:</p> <ol style="list-style-type: none"> 1. <u>the building or addition is less than 450m² GFA activity is certified by a qualified expert on a Council approved list as being in accordance with the <u>Ōhoka Village Design Guidelines.</u></u> <p>Matters of control are restricted to: <u>DEV-O-CMUZ-MCD31 – Urban design considerations</u></p> <p>Notification An application for a controlled activity under this rule is precluded from being publicly or limited notified. <u>Certification shall include sufficient detail to demonstrate how the activity accords with the design guidelines.</u></p> | <p>Activity status where compliance is not achieved: RDIS</p> <p>Matters of discretion are restricted to: <u>DEV-O-CMUZ-MCD31 – Urban design considerations</u></p> <p>Notification An application for a restricted discretionary activity under this rule is precluded from being publicly or limited notified.</p> |
| <p>Advisory Note</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> | |

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| <p>DEV-O-R2 Buildings, structures, development, and landscaping within the Local Centre Zone</p> | |
| <p>Activity Status: RDIS</p> <p>Where:</p> <ol style="list-style-type: none"> 1. the building or addition is greater than 450m² GFA. | <p>Activity status where compliance is not achieved: N/A</p> |

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| <p>Matters of discretion are restricted to: DEV-O-MCD3—Urban design</p> <p>Notification An application for a restricted discretionary activity under this rule is precluded from being publicly or limited notified.</p> <p>Advisory Note • The building area GFA standard is a threshold for when an urban design assessment is required, rather than a limit on building size.</p> | |
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| DEV-O-R2 Parking lot within the Local Centre Zone | |
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| <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: CMUZ-MD18 - Parking lots and Parking buildings DEV-O-MCD1—Design considerations</p> <p>Notification An application for a controlled activity under this rule is precluded from being publicly or limited notified. Certification shall include sufficient detail to demonstrate how the activity accords with the design guidelines.</p> | <p>Activity status where compliance is not achieved: N/A 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> |

| DEV-O-R3 Educational facility within the Education Overlay | |
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| <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-RES-MCD21 – Residential design principles considerations</p> <p>Notification</p> | <p>Activity status where compliance is not achieved: N/A 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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| <p>An application for a controlled activity under this rule is precluded from being publicly or limited notified.</p> <p>Certification shall include sufficient detail to demonstrate how the activity accords with the design guidelines.</p> | |
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| <p>DEV-O-R4 Polo field ground and ancillary activities and associated facilities within the Polo Grounds Overlay</p> | |
| <p>Activity Status: CON</p> <p><u>Where:</u></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-RES-MCD21 – Residential design principles considerations</p> <p>Notification An application for a controlled activity under this rule is precluded from being publicly or limited notified. Certification shall include sufficient detail to demonstrate how the activity accords with the design guidelines.</p> | <p>Activity status where compliance is not achieved: N/A 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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| <p>DEV-O-R5 Retirement village</p> | |
| <p>Activity Status: CON</p> <p><u>Where:</u></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-RES-MCD21 – Residential design principles considerations</p> <p>Notification An application for a controlled activity under this rule is precluded from being publicly or limited notified.</p> | <p>Activity status where compliance is not achieved: N/A 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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| Certification shall include sufficient detail to demonstrate how the activity accords with the design guidelines. | |
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| DEV-O-R6 Subdivision | |
| Activity Status: RDIS | Activity status where compliance is not achieved: N/A |
| Matters of discretion are restricted to: DEV-O-MCD3 – Minor road infrastructure upgrades | |
| Notification An application for a restricted discretionary activity under this rule is precluded from being publicly or limited notified. | |

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| DEV-O-R7 Minor residential units | |
| Activity Status: NC | Activity status where compliance is not achieved: N/A |

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| DEV-O-R8 Development within the 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

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

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| DEV-O-S1 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 |

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| DEV-O-S2 Subdivision in the Large Lot Residential Zone | |
| 1. All allotments created shall have a minimum area of 2,500m ² with a | Activity status when compliance not achieved: DIS |

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| maximum average of 3,300m ² for allotments within the subdivision | |
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| DEV-O-S3 Road infrastructure upgrades | |
| <p>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:</p> <ol style="list-style-type: none"> 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. | <p>Activity status when compliance not achieved: RDIS</p> <p>Matters of discretion are restricted to: DEV-O-MCD4 – Transport network effects</p> |

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| DEV-O-S4 Public transport | |
| <p>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</p> | <p>Activity status when compliance not achieved: NC</p> |

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| <p><u>service for a period of not less than 10 years from the occupation of the first 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 cease to apply should the Canterbury Regional Council elect to provide a public transport service to Ōhoka.</u></p> | |
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| DEV-O-S5 Greenhouse gas reduction in residential zones | |
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| <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> |

| DEV-O-S6 Provision of retail activities | |
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| <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

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| DEV-O-BFS1 Tree planting in residential zones | |
| <ol style="list-style-type: none"> 1. All residential sites shall provide a minimum of: <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> 2. All trees required by this rule shall be: <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> | <p><u>Activity status when compliance not achieved: DIS</u></p> |
| DEV-O-BFS2 Native planting in residential zones | |
| <ol style="list-style-type: none"> 1. All residential sites shall provide a minimum of 15% of the net site area planted in native vegetation. 2. All planting required by this rule shall be maintained and if dead, diseased or damaged, shall be replaced. | <p><u>Activity status when compliance not achieved: DIS</u></p> |
| DEV-O-BFS3 Roof colour in residential zones | |
| <ol style="list-style-type: none"> 1. All roofing shall be coloured in the range of browns, greens, greys or black, with a light reflectivity value below 35%. | <p><u>Activity status when compliance not achieved: RDIS</u></p> <p><u>Matters of discretion are restricted to:</u> DEV-O-MCD2 – Roofs</p> <p><u>Notification</u> An application for a restricted discretionary activity under this rule is precluded from being publicly or limited notified.</p> |
| DEV-O-BFS4 Height in the Local Centre Zone | |
| <ol style="list-style-type: none"> 1. The maximum height of any building, calculated as per the height calculation, shall be 8m above ground level. | <p><u>Activity status when compliance not achieved: DIS</u></p> |

| DEV-O-BFS5 Outdoor lighting in the Development Area | |
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| <ol style="list-style-type: none"> 1. <u>All fixed exterior lighting shall be directed away from any adjacent roads and residential properties.</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> | <p><u>Activity status when compliance not achieved: RDIS</u></p> <p><u>Matters of discretion are restricted to: DEV-O-MCD1 – Lighting</u></p> |

Matters of Control and Discretion

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

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| | 3. <u>The extent to which light spill or glare may impact on activities occurring on an adjoining property.</u> |
| DEV-O-MCD2 | Roofs 1. <u>The extent to which alternative roof colours adversely affect the visual amenity of the surrounding environment <u>outside the Development Area.</u></u> |
| DEV-O-MCD3 | Minor road infrastructure upgrades 1. <u>Whether and to what extent minor works are required to <u>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></u> |
| DEV-O-MCD4 | Transport network effects 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 ~~shall 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-R8. ~~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~~ shall 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 ancillary activities and associated facilities within the Polo Grounds Overlay. If a polo field is not established, additional residential properties can will be developed at a minimum net density of 12 households per hectare.

~~The Ōhoka Village Design Guidelines~~ Assessment criteria (see DEV-O-APP2) and development controls specific to the Development Area seek to 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 assessment criteria guidelines is to ensure development is of the quality and character required to retain the dominant characteristics of Ōhoka. The assessment criteria 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 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-S3 ~~(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-R6. 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-S5. 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~~ shall be provided by the establishment of a new community drinking water scheme. A site of approximately 1,000m² ~~will~~ shall 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~~ shall be provided for Settlement and Local Centre zoned properties. Hydrants ~~will~~ shall be provided for emergency requirements within the Large Lot Residential Zone, in a similar manner to the neighbouring Mandeville and Ōhoka areas.

Wastewater ~~will~~ shall 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~~ shall 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~~ shall be developed for the Development Area at subdivision consent stage.

Specific measures to protect and enhance landscape values ~~will~~ shall 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~~ shall 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, Sl 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~~ shall 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~~ shall be ~~is~~ 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 ~~shall~~ ~~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 Assessment Criteria Design Guidelines

[\[INSERT LINK TO THE ŌHOKA ASSESSMENT CRITERIA\]](#)

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 Ōhoka 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.

APPENDIX 2



ŌHOKA ASSESSMENT CRITERIA

01 NOVEMBER 2024
PROJECT NO. 2021_097A
REVISION C

DOCUMENT CONTROL - ŌHOKA ASSESSMENT CRITERIA

Project no: 2021_097A
Document title: Ōhoka Assessment Criteria
Revision: C
Date: 01 November 2024

Author: Zoe Hughes/ Dave Compton-Moen
File name: 2021_097A RIDL - 535 Mill Road Ohoka_Assessment Criteria_C

DOCUMENT HISTORY AND STATUS

| REVISION | DATE | DESCRIPTION | BY | REVIEW | APPROVED |
|----------|------------|-------------------|----|--------|----------|
| A | 31/10/2024 | DRAFT FOR COMMENT | ZH | DCM | DCM |
| B | 31/10/2024 | MINOR CHANGES | ZH | DCM | DCM |
| C | 01/11/2024 | MINOR CHANGES | ZH | DCM | DCM |



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INDICATIVE ILLUSTRATION OF OHOKA DEVELOPMENT

| | |
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| SECTION A | INTRODUCTION AND LOCATION MAP |
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A1

A1 CONTEXT AND PURPOSE

The Ōhoka Development Area is a master-planned expansion of the historic Ōhoka settlement in the z matters, it seeks to ensure the retention of the green open characteristics of the Ōhoka settlement, particularly within the street environments and public realm, and the delivery of good urban design outcomes that reflect the key characteristics of the historic settlement.

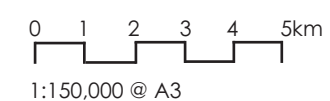
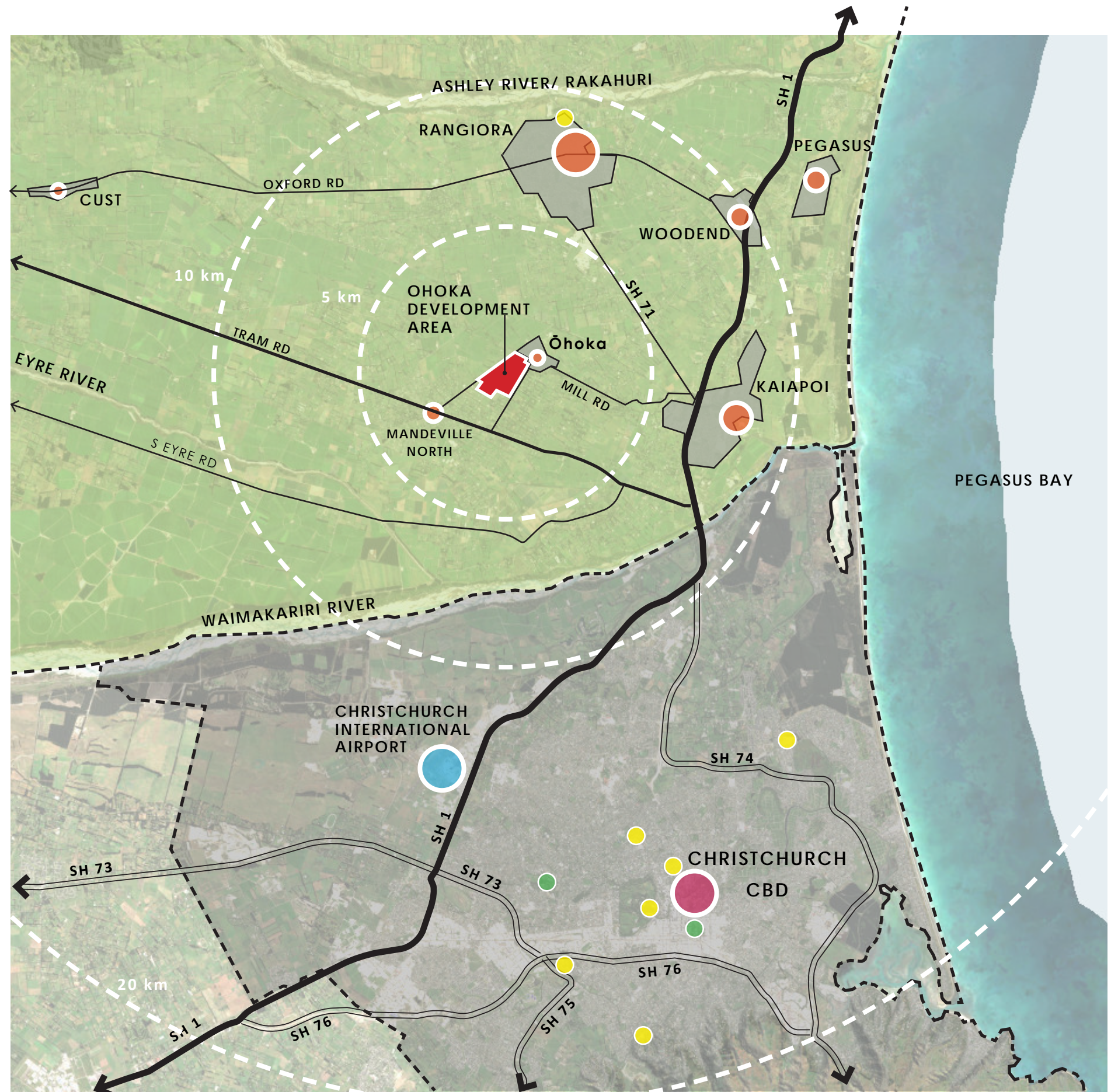
The Ōhoka Assessment Criteria applies to subdivision within the Ōhoka Development Area as well as key activities including the local centre, education facilities, and a polo facility.

A2 PROXIMITY PLAN

Ōhoka is located inland of Kaiapoi and south of Rangiora in the Waimakariri District and is a 25-minute drive from Christchurch central city via State Highway 1.

Ōhoka is well-positioned to access services like larger supermarkets, specialist shops, medical services, secondary education in Kaiapoi, Rangiora and Christchurch. Larger recreational areas such as the beach, the Tūhaitara Coastal Park, the Ashley Kaiapoi Waimakariri rivers are all destinations within the wider district that are proximate to Ōhoka.

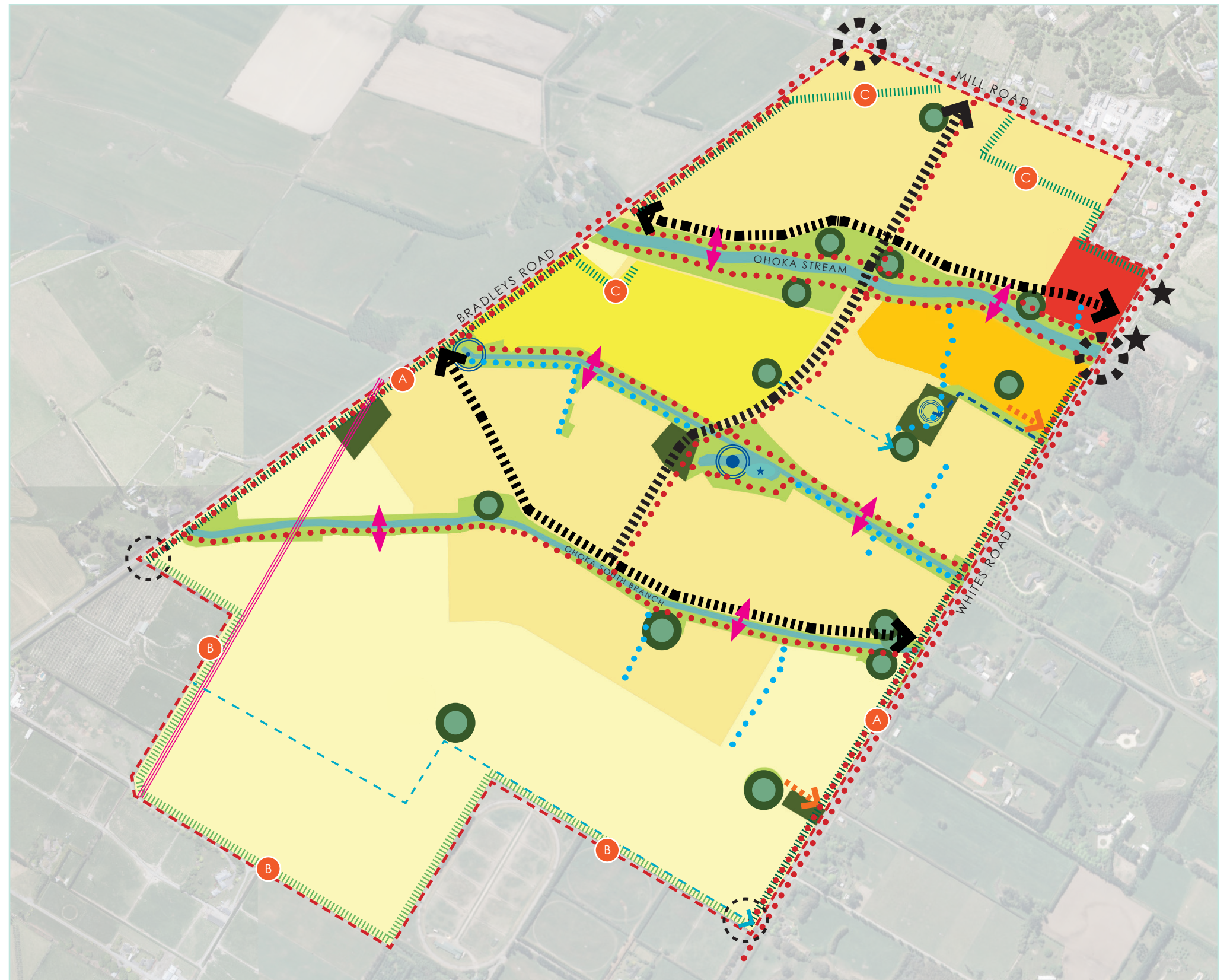
- LEGEND**
- Christchurch
 - Waimakariri District
 - Urban Areas
 - Significant Urban Centre - Christchurch
 - Locally Important Urban Centres and Towns (Waimakariri District)
 - STATE HIGHWAY (Mass Transit Network)
 - Core Public Transport Routes
 - Christchurch Airport
 - Hospital
 - University/ Polytech



A3 OUTLINE DEVELOPMENT PLAN

LEGEND

- Outline Development Plan Area
- Settlement Zone
- Settlement (Educational Overlay)
- Settlement (Polo Grounds Overlay)
- Large Lot Residential Zone
- Local Centre Zone
- Natural Open Space Zone
- Indicative Reserves (Size and Location to be Confirmed)
- Indicative Primary Road and Potential Public Transport Route
- Potential Local Road Connection
- Indicative DEVELOPMENT Threshold / Gateway Location
- Potential Minor Threshold
- Indicative Pedestrian-Cycle Network
- Indicative Pedestrian Path
- Indicative Stormwater Management Areas (size and location to be confirmed)
- Existing / Modified Waterways
- Existing Springs and Associated Setback (30m)
- Stormwater Conveyance Flow Path
- Groundwater seep and associated setback (20m)
- Groundwater Seep Channel
- Existing Pond (size and location to be confirmed)
- Landscape Treatment A
- Landscape Treatment B
- Landscape Treatment C
- Pedestrian / Cycle Crossing
- Overhead 66kV Power Lines
- Indicative Pedestrian/Cycle Network Connections Across Streams



A. OUTLINE DEVELOPMENT PLAN - 535 MILL ROAD, ŌHOKA



A4 INDICATIVE MASTER PLAN

The masterplan for the Development Area has been developed as a guiding concept for subdivision and development. It provides for:

- Approximately 850 new residential properties of different sizes to suit various needs and lifestyles.
- A new local centre opposite the Ōhoka Domain with a mix of commercial and retail services providing residents with daily necessities and other amenities.
- Educational facilities adjacent the local centre.
- A polo field and associated facilities which, in addition to polo, provides open space and opportunities for recreation, sports, and community gatherings, particularly catering to the equestrian community.
- A network of streams, reserves, and green open spaces to improve and protect the local ecology as well as provide amenity for residents with opportunities for outdoor recreation, relaxation, and connection with nature.

Although not shown on the masterplan, a retirement village is also envisaged within the Ōhoka Development Area. It would provide a range of housing options and services specifically designed to cater to the needs of seniors and would be logically located close to the local centre.

INDICATIVE MASTER PLAN LEGEND

- A Settlement zone
- B Park and ride
- C Local centre
- D Area for possible winter market
- E Polo field
- F Education
- G Large lot residential zone
- H Ōhoka stream corridor
- I Proposed stream corridor
- J South Ōhoka branch corridor
- K Spring/ existing pond
- L Enhanced Stream Corridor
- M Existing dwelling
- N Landscape Treatment A
- O Landscape Treatment B
- P Landscape Treatment C

The masterplan is indicative only and should not be used to assess subdivision or land use resource consent applications.



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SECTION B

SUBDIVISION DESIGN

- B1 ŌHOKA CONTEXT
- B2 MOVEMENT NETWORK
- B3 OPEN SPACE PROVISION AND DESIGN



B1 ŌHOKA CONTEXT

The original settlement of Ōhoka was established at the location of the Mill Road Whites Road intersection where the remnants of the early town structure are still visible.

At its peak it was a sizable rural township that provided services to the local industry and surrounding farming activities, and was well established with churches, a community hall, a large public domain and a school with a roll of 200 students. The fast growth in the 1800s was followed by a decline which reduced the settlement to the historic remnants evident today.

In the mid-1900s Ōhoka started to slowly grow again from this historic nucleus with mainly residential additions. These were initially of a smaller scale bounded by the Ōhoka North Stream to the north of Mill Road and Ōhoka Stream south of Mill Road. This original structure, framed by the two waterways, remains a key feature of the character of the centre of Ōhoka.

Rural residential development beginning from the mid-1990s mostly extends north of Mill Road with larger rural lifestyle blocks stretching along the east side of Whites Road to Tram Road. The Ōhoka Development Area occupies an undeveloped gap in the fabric of the settlement bounded by Mill Road to the north, Bradleys Road to the west and Whites Road to the east.

Within the Development Area, the three main waterways run from west to east including the Ōhoka Stream, the Ōhoka South Branch and an existing waterway/pond located between the two stream branches. These waterways are predominantly bordered by either exotic species in the form of shelter belts or individual trees. Large portions of the waterways are open with little shade.



HERITAGE BUILDING IN ŌHOKA DOMAIN. THE DOMAIN IS CHARACTERISED BY LARGE, WELL-ESTABLISHED TREES WHICH PROVIDE A HIGH-LEVEL OF AMENITY.



THE EXISTING GAS SERVICE STATION ON THE CORNER OF WHITES AND MILL ROADS. ROADS ARE TYPICALLY SLOW SPEED THROUGH THE VILLAGE WITH A LOW-KEY AESTHETIC



FRIDAY MARKET IN THE DOMAIN IS A POPULAR ATTRACTION FOR LOCAL RESIDENTS AS WELL AS PEOPLE FROM FURTHER AFIELD.



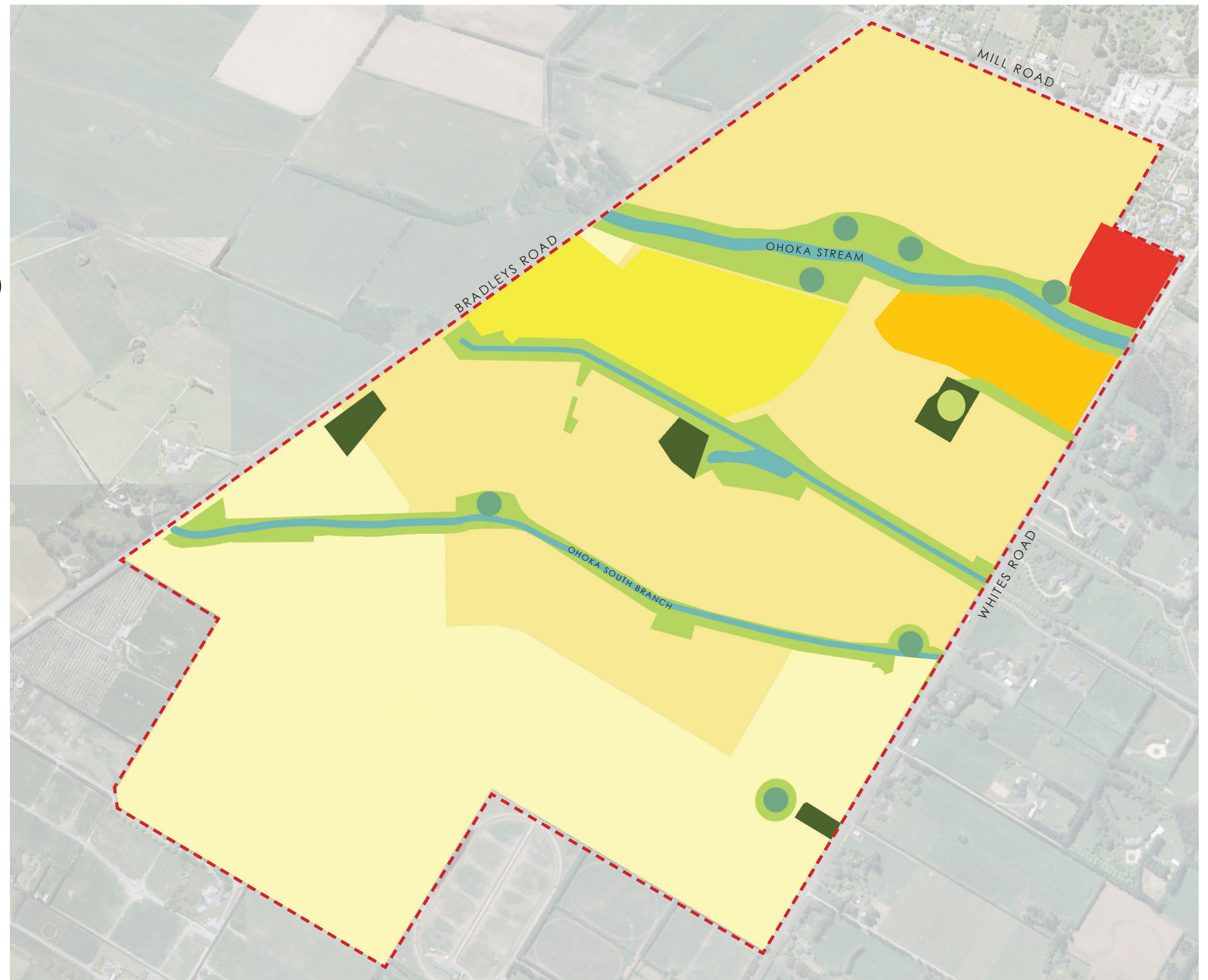
NATIVE PLANTING IN ŌHOKA BUSH IS WELL-ESTABLISHED AND HIGHLIGHTS THE OPPORTUNITIES FOR STREAM RESTORATION WITHIN THE ŌHOKA DEVELOPMENT.



ŌHOKA HALL ON MILL ROAD IS AN IMPORTANT COMMUNITY ASSET FOR LOCAL RESIDENTS

LEGEND

-  Outline Village Plan Area
-  Settlement Zone
-  Settlement (Educational Overlay)
-  Settlement (Polo Grounds Overlay)
-  Large Lot Residential Zone
-  Local Centre Zone
-  Natural Open Space Zone
-  Indicative Reserves (Size and Location to be Confirmed)
-  Existing/ modified waterways



A. LAND USE

B2 MOVEMENT NETWORK

The Outline Development Plan for the Development Area encourages connectivity with primary roads running north-south and east-west. The primary route includes a 3-metre-wide minimum shared path separate from the main carriageway which links to the pedestrian/cycle network running through the green spaces. The green spaces provide public access to Ōhoka Stream and other waterways. The new network of recreational amenities significantly extends the existing network including by way of shared paths on Whites, Mill and Bradleys roads improving access for existing and future residents.

Smaller local streets are intended to create a highly connected and permeable neighbourhood. These roads are not shown on the Outline Development Plan allowing flexibility in subdivision design. The configuration of the local streets shall encourage slow vehicle movement combined with pedestrian and cycle facilities, either separate or shared depending on the design of the street. Open green space mostly aligns with the blue network and is provided within walkable catchments of residential properties. The network allows residents to access the local centre and other amenities using mostly off-road facilities.

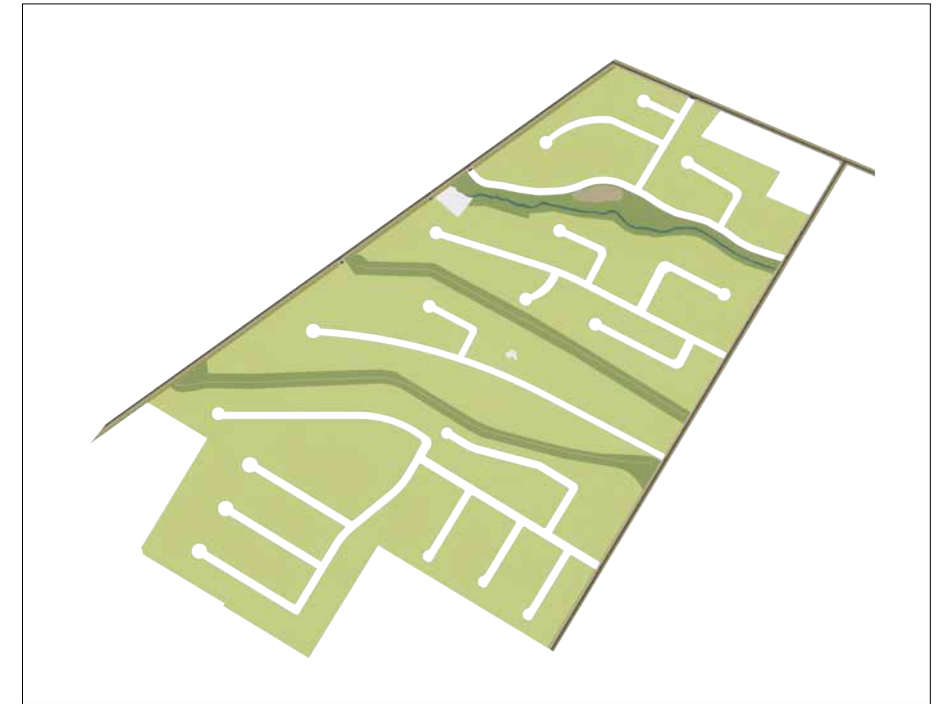
Cul-de-sacs should be avoided where possible. However, using traffic calming measures and tighter road radii at intersections and corners, it is possible to create a low speed environment which in turn provides all the benefits that a cul-de-sac design solution may have. To ensure high levels of accessibility, the network of streets should be suitably dense, typically using an 80-100 metre grid with variations for topography, waterways, orientation, nodes and destinations. Additional direct connections between roads and pathways shall be considered with the objective of increasing the number of route choices available. This is especially important for creating a walkable neighbourhood where it is widely recognised that most pedestrians will walk 400m (approximately a 5-minute walk) for small errands.

Where cul-de-sacs are necessary due to intervening features, their use and length shall be minimised. Further, cul-de-sacs shall be generally no longer than 75 metres in length, have a straight orientation, and provide pedestrian and cycle links at the end of cul-de-sacs linking to other streets or open space where possible.

Pedestrian and cycle pathways shall be configured to create an integrated network linking with all major public open spaces. These routes shall be designed to create safe and logical pathways with generous crossing points and stopping/passing areas beside vehicular routes.

The following shall be incorporated into the movement network to ensure that a high-level of amenity, connectivity and accessibility:

- Streets with different widths, modal allocation and function based on their classification;
- Streets designed to reflect the existing character of the area with wide grass or planted berms and a mix of large and small tree species including, indicatively, pin oak, kowhai, flowering cherry and maples, underplanted with a mix of shrubs and small flaxes/grasses to create a park-like environment;
- A well-connected walking and cycling network incorporated with the green / blue network connecting to key destinations with a mix of on-road, separated, and off-road facilities to promote active transport modes;
- Slow speed environments where pedestrians and cyclists of all ages and abilities can move through the Development Area safely and without undue restriction; and
- Streets with flush kerbs used where possible to minimise edge restraints and allowing runoff to enter swales.













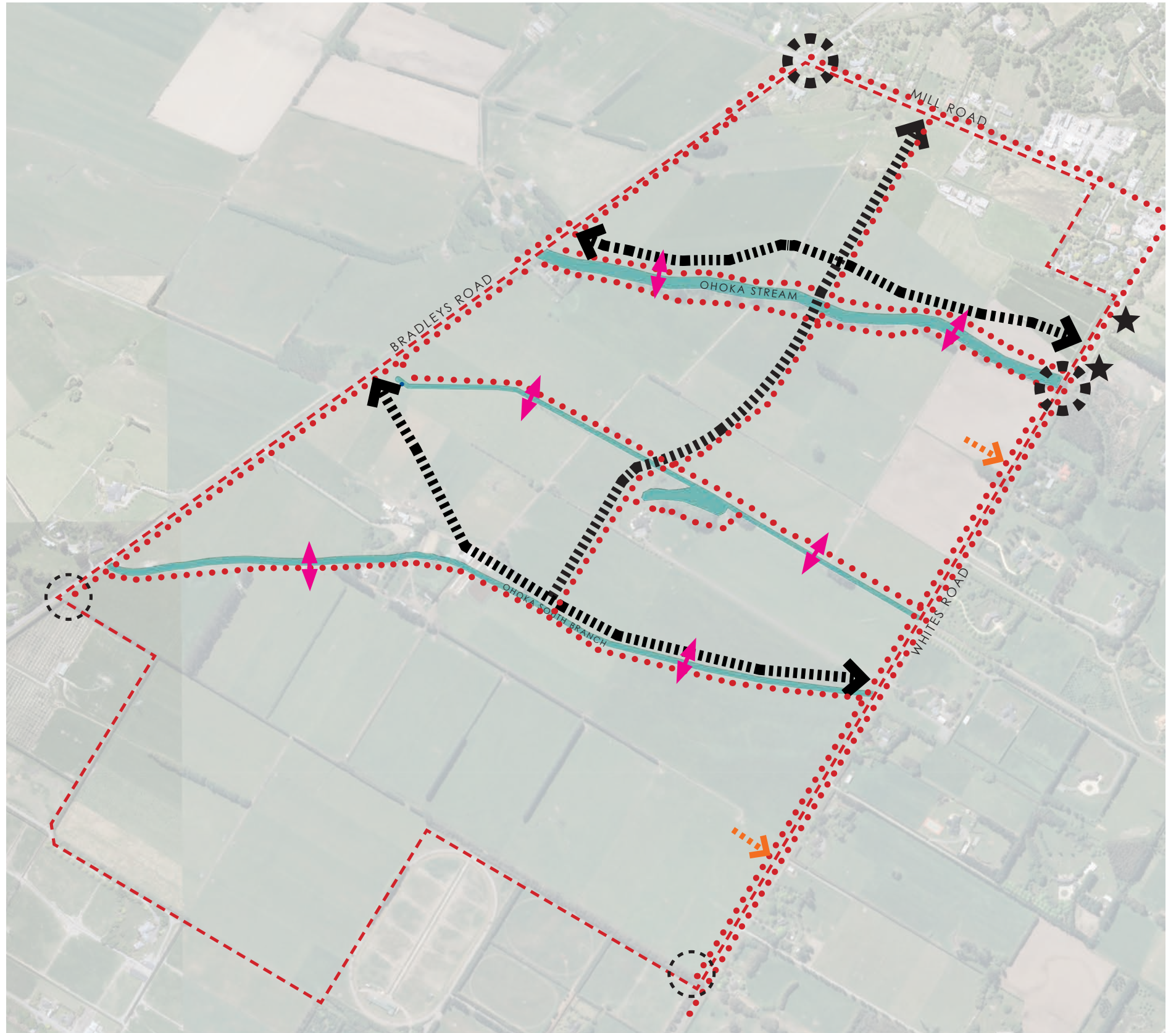
Typical Cul-de-sac road design with limited connections (INDICATIVE)



A well connected road design (INDICATIVE)

LEGEND

-  Outline Development Plan Area
-  Indicative Primary Road and Potential Public Transport Route
-  Potential Local Road Connection
-  Indicative DEVELOPMENT Threshold / Gateway Location
-  Potential Minor Threshold
-  Indicative Pedestrian-Cycle Network
-  Indicative Pedestrian Path
-  Pedestrian / Cycle Crossing
-  Pedestrian / Cycle Crossing
-  Indicative Pedestrian/Cycle Network Connections Across Streams



A. MOVEMENT NETWORK

INDICATIVE STREET TREES



Upright Red Maple (*Acer rubrum*)



Japanese (*Acer circinatum x palmatum*)



Flowering Dogwood (*Cornus florida*)



European Ash (*fraxinus 'Green Glow'*)



Evergreen Magnolia (*Magnolia grandiflora 'Teddy Bear'*)



Upright Flowering Cherry (*Prunus 'Amanogawa'*)



22M WIDE STREET CORRIDOR (INDICATIVE)



18M WIDE STREET CORRIDOR (INDICATIVE)



INCORPORATION OF LANDSCAPE ELEMENTS TO PROVIDE AMENITY TO STREET CORRIDORS



PROVISION OF CROSSING FACILITIES AND MATERIAL CHANGES AS TRAFFIC CALMING MEASURES



INCORPORATION OF LOW IMPACT SOLUTIONS FOR STORMWATER MANAGEMENT

B3 OPEN SPACE PROVISION AND DESIGN

A comprehensive open space network is a key feature of the Development Area. The open space network shall reflect the inherent landscape characters and ecological values of the area. The planning of the neighbourhoods shall be structured around the waterway features to retain and enhance the natural and cultural character and values of the landscape.

The open space network shall provide a combined area of open space or planting totalling approximately 20ha made up of the following indicative areas:

- Ōhoka Stream corridor: approximately 5.5ha;
- Waterway and pond: approximately 5.4ha; and
- Ōhoka South Branch: approximately 5.2ha.
- Landscape Treatment A: 1.78ha;
- Landscape Treatment B: 1.158ha;
- Landscape Treatment C: 0.142ha; and
- Small pocket parks identified in the indicative masterplan: 0.9188ha.

Waterway corridors shall be designed in consultation with Waimakariri District Council and comprise:

- Native riparian planting;
- Walking and cycling paths;
- Stormwater management areas; and
- Seating and active and passive recreation facilities

The number, size, and location of pocket parks shall be determined in consultation with Waimakariri District Council.

The Outline Development Plan for the Development Area identifies indicative locations for stormwater management facilities. When combined with the open space and movement networks, the management of stormwater shall be designed to positively contribute to amenity outcomes as well as ecological benefits.

While site characteristics influence the level to which low impact design principles and treatment techniques can be applied, they shall be a key design consideration.














Desirable elements of low impact design principles and treatment practices include:

- Use of porous/ pervious surfaces
- Rain gardens
- Swales
- Tree Pits



INTERFACE BETWEEN LOTS AND OPEN SPACES

LEGEND

-  Ōhoka Development Area
-  Natural Open Space Zone
-  Indicative Reserves (Size and Location to be Confirmed)
-  Indicative Stormwater Management Areas (size and location to be confirmed)
-  Existing / Modified Waterways
-  Existing Springs and Associated Setback (30m)
-  Stormwater Conveyance Flow Path
-  Groundwater seep and associated setback (20m)
-  Groundwater Seep Channel
-  Existing Pond (size and location to be confirmed)
-  Landscape Treatment A
-  Landscape Treatment B
-  Landscape Treatment C



A. OPEN SPACE AND STORMWATER NETWORK

| SECTION C | DESIGN OF KEY FEATURES |
|-----------|--------------------------|
| C1 | LOCAL CENTRE DEVELOPMENT |
| C2 | LOCAL CENTRE PARKING LOT |
| C3 | EDUCATIONAL OVERLAY |
| C4 | POLO GROUND OVERLAY |



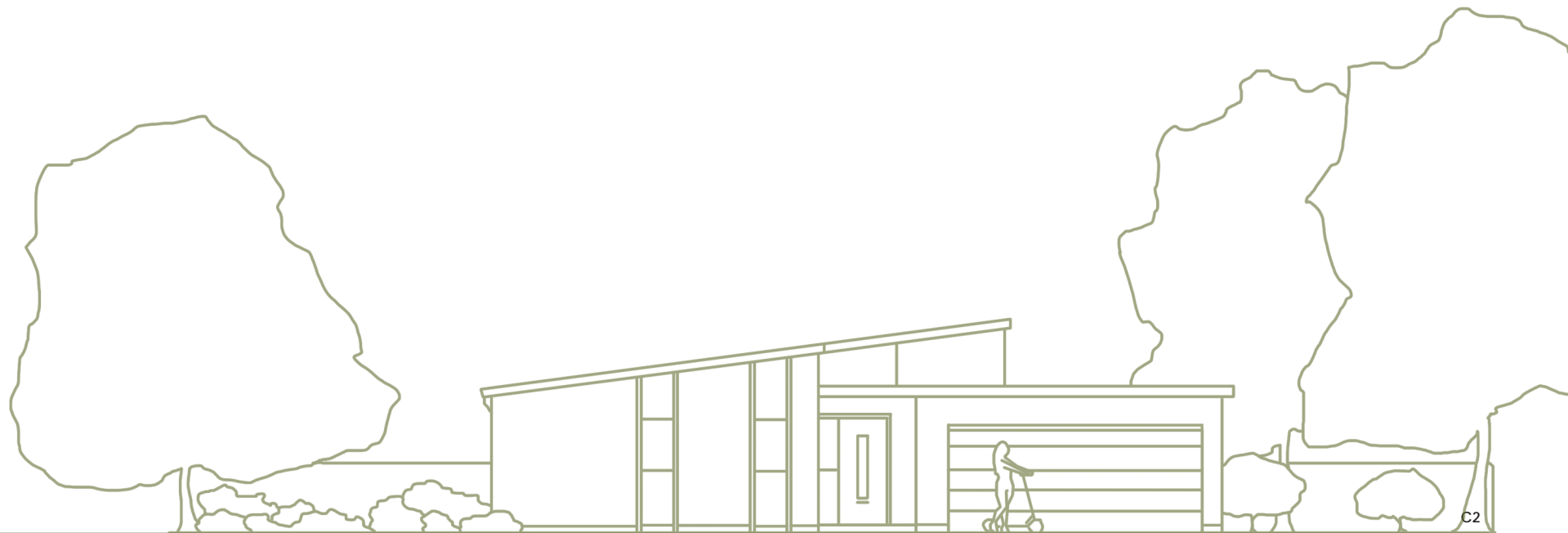
C1 LOCAL CENTRE DEVELOPMENT

The Local Centre provides the primary interface between the existing settlement and the Development Area and provides for a wide range of activities.

In addition to the District Plan matters set out in CMUZ-MD3 (Urban design), proposed development in the Local Centre is subject to the following assessment criteria:

The extent to which proposed development:

- is designed using a variety of materials to create visual interest and reduce the perceived mass of buildings;
- is designed using vertical and horizontal detailing to create an approachable and inviting environment;
- provides well-defined entrances to buildings;
- provides variety in roof forms to create an interesting and visually appealing streetscape;
- is designed to emphasise corner sites where applicable;
- provides suitable floor-to-ceiling heights on the ground floor to allow for a variety of activities;
- provides suitable access for waste collection and deliveries;
- separates waste and service areas from high-traffic pedestrian areas;
- promotes walking and cycling by providing well-connected pedestrian paths;
- incorporates landscaping and lighting to enhance pedestrian routes;
- incorporates planting to soften hard surfaces and create an inviting environment;
- provides secure and convenient cycle parking in well-lit locations; and
- provides public access to waterways and open spaces where applicable.





THIS ILLUSTRATION SHOWS AN INDICATIVE LOCAL CENTRE DEVELOPMENT THAT ACHIEVES THE DESIGN OBJECTIVES.

- A** Ground floor designs that promote active engagement with the street

B Well defined entrances for legibility

C Varied facade treatments, textures and planting for interest

D Verandas for shelter
- E** Large amounts of glazing for further connectivity

F Roofline variety

G Clear and integrated signage

H Wide accessible paths

I Planting incorporated into the design
- J** On-site carparking is to the rear of buildings, where possible, to compliment on-street parking

C2 LOCAL CENTRE PARKING LOT

A car parking lot is provided for in the Local Centre to cater for retail and commercial activities and the public transportation hub, including the provision of park and ride facilities. The parking area shall be of a high amenity standard enabling it to be integrated with retail and commercial activities and can also provide additional hard surface area when required for community events.

In addition to the District Plan matters set out in CMUZ-MD18 (Parking lots and parking buildings), any proposed parking lots is subject to the following assessment criteria:

The extent to which the proposed parking:

- balances convenience of parking provision and the need for pedestrian amenity and active street frontages;
- is easily identifiable, attractive and logical for all users to navigate;
- is predominantly screened from public view, particularly from Whites Road, and residential neighbours by landscaping or building facades;
- minimises light spill;
- incorporates landscaping to soften the appearance of hard surfaces; and
- provides cycle parking in convenient and visible locations





THIS ILLUSTRATION SHOWS AN INDICATIVE CAR PARKING LOT THAT ACHIEVES THE DESIGN OBJECTIVES

- A** Landscape treatment, including the installation of large specimen trees, assisting with reducing the visual impact of large amounts of asphalt
- E** Carparking designed to ensure that service vehicle, access and loading areas are separate from pedestrian movements where possible to minimise potential conflicts and the loss of on-street parking
- G** Include adequate signage to assist with way-finding for all modes of transport and integrates with the wider movement network
- B** Carparks designed with consideration given to the safety of pedestrians with key pedestrian routes and connections identified
- F** Avoid level changes or barriers that interrupt the footpath and cycle connectivity or reduce levels of accessibility for mobility impaired people
- H** Incorporate Low Impact Design solutions to minimise stormwater runoff
- C** Park'n'Ride facilities
- D** Provide for cycle parking in a legible and accessible location
- I** Lighting to meet ANZ Standards while minimising light spill

C3 EDUCATIONAL OVERLAY

Educational facilities such as a school and preschool are provided for in the Educational Overlay which is strategically situated adjacent to the Ōhoka stream corridor and near the centre of the village.

In addition to the District Plan matters set out in RES-MD2 (Residential design principles), any proposed educational facility subject to the following assessment criteria:

The extent to which the development:

- is designed to promote active transport modes (walking, cycling, scootering) with paths connecting to wider movement network;
- incorporates planting to soften hard surfaces and create an inviting environment; and
- provides engagement with the Ōhoka stream corridor;
- allows sports fields, courts and playgrounds to be used by the community outside of school hours.



THIS ILLUSTRATION SHOWS AN INDICATIVE DESIGN THAT ACHIEVES THE DESIGN OBJECTIVES.

- A** Education buildings/ potential community buildings
- B** Sports and play facilities
- C** Connection to Ōhoka stream corridor

C4 POLO GROUND OVERLAY

A polo field and ancillary activities and facilities are provided for in the Polo Ground Overlay which is strategically situated near the Local Centre. Alongside its primary purpose, the polo field also provides a valuable amenity for residents, offering additional open green space and recreational opportunities.

In addition to the District Plan matters set out in RES-MD2 (Residential design principles), any proposed polo field and ancillary activities and facilities subject to the following assessment criteria:

The extent to which the development:

- is designed to promote active transport modes (walking, cycling, scootering) with paths connecting to wider movement network;
- is designed to provide suitable separation of buildings from residential neighbours; and
- incorporates landscaping to soften buildings and hard surfaces and to provide amenity for the surrounding residential areas.



THIS ILLUSTRATION SHOWS AN INDICATIVE DESIGN THAT ACHIEVES THE DESIGN OBJECTIVES.

- | | |
|------------------------------------|---|
| A Access to Bradleys road | E Wash bays |
| B Polo Field | F Horse truck parking |
| C Clubhouse | G Visitor parking |
| D Raised embankment for spectators | H Horse trek/ walking path circulating the polo field |

APPENDIX 3

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 ancillary activities and 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 inserting assessment criteria specific to the Ōhoka Development Area (see DEV-O-APP2)
- 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

INSERT THE FOLLOWING DEFINITION

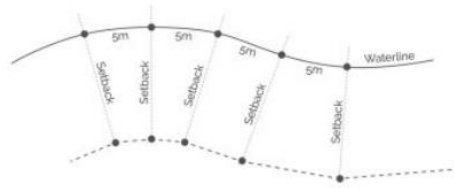
Polo field and ancillary activities and facilities

means the land and buildings for the purposes of participating in or viewing polo and activities associated with recreational and competitive polo, whether a charge is made for admission or not. It includes, but is not necessarily limited to:

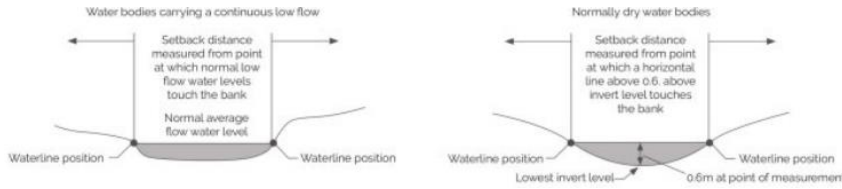
- a polo playing field with goal posts, sideboards and line markings.
- stables, equipment storage and a horse exercise area(s).
- maintenance facilities.
- a clubhouse.
- spectator amenities and viewing facilities, and
- parking, loading and manoeuvring areas.

Figure NATC-1: Interpretation of banks of water bodies

AMEND s42A RECOMMENDED INTERPRETATION



Where the waterline position follows a meandering alignment setback distance shall be measured along a line that is nearly as practicable radial to the curvature of the waterline, and at 3m intervals along the waterline as illustrated.



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

Normal average low flow water level

SUB – Subdivision

Matters of Control and Discretion

AMEND SUB-MCD2 - SUBDIVISION DESIGN

| SUB-MCD2 | Subdivision design |
|----------|---|
| | <ol style="list-style-type: none"> 1. The extent to which design and construction of roads, service lanes, and accessways will provide legal and physical access that is safe and efficient. 2. The extent to which the proposal complies with any relevant ODP or concept plan. Where a proposal does not comply with an ODP or concept plan, the extent to which the proposal achieves the same, or better urban design and environmental outcomes, than provided through the ODP or concept plan. 3. The extent to which allotments provide for solar orientation of buildings to achieve passive solar gain. 4. Design of the subdivision and any mitigation of reverse sensitivity effects on infrastructure. 5. The provision and location of walkways and cycleways, the extent to which they are separated from roads and connected to the transport network. 6. The provision and use of open stormwater channels, wetlands and waterbodies, excluding aquifers and pipes and how they are proposed to be maintained. 7. The provision, location, design, protection, management and intended use of reserves and open space. 8. The extent to which areas of significant indigenous vegetation or significant habitats of indigenous fauna, the |

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| | <p>natural character of freshwater bodies, springs, watercourses, notable trees, historic heritage items, or wāhi taonga are protected and their values maintained.</p> <p>9. The extent to which subdivision subject to an ODP:</p> <ol style="list-style-type: none"> a. provides for the protection of routes for future roads, and other public features of the subdivision, from being built on; and b. will not undermine or inhibit the future development of identified new development areas. <p>10. <u>In relation to subdivision within the Ōhoka Development Area:</u></p> <ol style="list-style-type: none"> a. <u>the extent to which the proposal is consistent with the relevant parts of the Ōhoka Assessment Criteria.</u> |
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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.

Activity Rules

AMEND RULES SETZ-R3, SETZ-R15, SETZ-17, SETZ-18, SETZ-19, SETZ-20 & SETZ-22

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| <p>SETZ-R3 Minor residential unit <i>This rule does not apply within the Ōhoka Settlement Zone</i></p> | |
| <p>Activity Status: PER</p> <p>Where:</p> <ol style="list-style-type: none"> 1. the maximum GFA of the minor residential unit shall be 80m² (excluding any area required for a single car vehicle garage or carport); 2. there shall be only one minor residential unit is provided per site; and 3. parking and access is achieved from the same entrance as the principal residential unit on the site. | <p>Activity status where compliance is not achieved: RDIS</p> <p>Matters of discretion are restricted to: RES-MD1 - Minor residential units</p> |

SETZ-R15 Health care facility

This rule does not apply within the Ōhoka Settlement Zone

Activity Status: PER

Where:

4. the activity shall only be located on sites with frontage and the primary entrance to a strategic road, arterial road or collector road;
5. the maximum GFA of building occupied by the educational facility shall be 200m²;
6. 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;
7. the facility shall not result in more than two non-residential activities within a residential block frontage; and
8. 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**

This rule does not apply within the Ōhoka Settlement Zone

Activity Status: PER

Where:

1. the maximum GFA of building occupied by the neighbourhood convenience retail activity shall be 75m².

Activity status where compliance is not achieved: DIS**SETZ-R18 Veterinary facility**

This rule does not apply within the Ōhoka Settlement Zone

Activity Status: PER

Where:

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

Activity status where compliance is not achieved: DIS

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| 2. the maximum GFA of building occupied by the veterinary facility shall be 200m ² . | |
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SETZ-R19 Food and beverage outlet
This rule does not apply within the Ōhoka Settlement Zone

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| <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

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| <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.

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| <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 An application for a restricted</p> | <p>Activity status where compliance is not achieved: DIS</p> |
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| discretionary activity under this rule is precluded from being publicly notified, but may be limited notified. | |
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Matters of Discretion for all Residential Zones

AMEND RES-MD2 RESIDENTIAL DESIGN PRINCIPLES

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| RES-MD2 | Residential design principles <ol style="list-style-type: none">1. Context and character:<ol style="list-style-type: none">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.b. The relevant considerations are the extent to which the development:<ol style="list-style-type: none">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; andii. 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.2. Relationship to the street and public open spaces:<ol style="list-style-type: none">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.b. The relevant considerations are the extent to which the development:<ol style="list-style-type: none">i. orientates building frontages including entrances and windows to habitable rooms toward the street and adjacent public open spaces;ii. designs buildings on corner sites to emphasise the corner;iii. needs to minimise south-facing glazing to minimise heat loss; andiv. avoids street façades that are blank or dominated by garages. |
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| | <ul style="list-style-type: none">3. Built form and appearance:<ul style="list-style-type: none">a. The extent to which the development is designed to minimise the visual bulk of the buildings and provide visual interest.b. The relevant considerations are the extent to which the development:<ul style="list-style-type: none">i. divides or otherwise separates unusually long or bulky building forms and limits the length of continuous rooflines;ii. utilises variety of building form and/or variation in the alignment and placement of buildings to avoid monotony;iii. avoids blank elevations and façades dominated by garage doors; andiv. achieves visual interest and a sense of human scale through the use of architectural detailing, glazing and variation of materials.4. Residential amenity:<ul style="list-style-type: none">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.b. The relevant considerations are the extent to which the development:<ul style="list-style-type: none">i. provides for outlook, sunlight and privacy through the site layout, and orientation and internal layout of residential units;ii. directly connects private outdoor spaces to the living spaces within the residential units;iii. ensures any communal private open spaces are accessible, usable and attractive for the residents of the residential units; andiv. includes tree and garden planting particularly relating to the street frontage, boundaries, accessways, and parking areas.5. Access, parking and servicing:<ul style="list-style-type: none">a. The extent to which the development provides for good access and integration of space for parking and servicing.b. The relevant considerations are the extent to which the development:<ul style="list-style-type: none">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; |
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| | <ul style="list-style-type: none"> 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 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. <p>6. Safety:</p> <ul style="list-style-type: none"> a. The extent to which the development incorporates CPTED principles as required to achieve a safe, secure environment. b. The relevant considerations are the extent to which the development: <ul style="list-style-type: none"> i. provides for views over, and passive surveillance of, adjacent public and publicly accessible spaces; ii. clearly demarcates boundaries of public and private space; iii. makes pedestrian entrances and routes readily recognisable; and iv. provides for good visibility with clear sightlines and effective lighting. <p>7. <u>In relation to the Ōhoka Development Area:</u></p> <ul style="list-style-type: none"> a. <u>the extent to which the proposal is consistent with the relevant parts of the Ōhoka Assessment Criteria.</u> |
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LCZ - Local Centre Zone

Activity Rules

AMEND RULES LCZ-R1, LCZ-R4, LCZ-R21 & LCZ-R22

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| <p>LCZ-R1 Construction or alteration of or addition to any building or other structure <i>This rule does not apply within the Ōhoka Local Centre Zone</i></p> | |
| <p>Activity Status: PER</p> <p>Where:</p> <ul style="list-style-type: none"> 1. the activity complies with: <ul style="list-style-type: none"> a. all built form standards (as applicable); and b. the building or addition is less than 450m² GFA. | <p>Activity status when compliance not achieved with LCZ-R1(1)(a): as set out in the relevant built form standards</p> <p>Activity status when compliance not achieved with LCZ-R1(1)(b): RDIS</p> <p>Matters of discretion are restricted to: CMUZ-MD3 - Urban design</p> |

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| LCZ-R4 Retail activity | |
| Activity Status: PER Where: 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. | Activity status where compliance is not achieved: RDIS Matters of discretion are restricted to: CMUZ-MD11 - Residential development CMUZ-MD12 - Commercial activity distribution |

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| 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 |

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| 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 |

Matters of Discretion for all Commercial and Mixed Use Zones

AMEND CMUZ-MD3 URBAN DESIGN

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| CMUZ-MD3 | Urban design 1. The extent to which the development: <ol style="list-style-type: none"> a. recognises and reinforces the centre's role, context, and character, including any natural, historic heritage or cultural assets; b. promotes active engagement with, and contributes to the vibrancy and attractiveness of, any adjacent streets, lanes or public spaces; |
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| | <ul style="list-style-type: none"> c. takes account of nearby buildings in respect of the exterior design, architectural form, scale and detailing of the building; d. provides a human scale and minimises building bulk while having regard to the functional requirements of the activity; e. is designed to recognise CPTED principles, including surveillance, effective lighting, management of public areas and boundary; f. incorporates landscaping to increase amenity values, especially within surface car parking areas; g. provides safe, legible, and efficient access for all transport users; and h. where relevant, has regard to the objectives of any Town Centre Master Plan to support their recovery, long term growth and a high level of amenity. <p>2. <u>In relation to the Ōhoka Development Area:</u></p> <ul style="list-style-type: none"> a. <u>the extent to which the proposal is consistent with the relevant parts of the Ōhoka Assessment Criteria.</u> |
| CMUZ-MD18 | <p>Parking lots and parking buildings</p> <ul style="list-style-type: none"> 1. The extent to which proposed parking dominates the streetscape, disrupts active frontages and pedestrian circulation; 2. The extent to which the parking undermines the centre's ability to accommodate activity at ground floor level, contributing to an active built frontage and viable centre; 3. Any adverse effects of vehicle access points and traffic movements on the safe and efficient operation of the transport system; 4. The extent to which the location and design of the parking access and manoeuvring areas support pedestrian and cyclist safety; and 5. Any adverse effects of the parking/access points on adjoining zones and the extent of mitigation available. 6. <u>In relation to the Ōhoka Development Area:</u> <ul style="list-style-type: none"> a. <u>the extent to which the proposal is consistent with the relevant parts of the Ōhoka Assessment Criteria.</u> |

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,
- 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 ancillary activities and 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

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| <u>DEV-O-01</u> | <p><u>Ōhoka Development Area</u></p> <p><u>A development area that provides for a comprehensive masterplanned expansion of Ōhoka that:</u></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 and ancillary activities and facilities, and</u> 6. <u>delivers ecological enhancement and recreational amenities.</u> |
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Policies

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| <u>DEV-O-P1</u> | <p><u>Development Area character and amenity</u></p> <p><u>Ensure that the Development Area:</u></p> <ol style="list-style-type: none"> 1. <u>maintains the characteristics of the settlement with:</u> |
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| | <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 planting, and the use of rural style fencing, and</u> d. <u>protection against light pollution at night from outdoor lighting;</u> <ol style="list-style-type: none"> 2. <u>achieves high quality urban form and function with a village centre located adjacent the existing settlement;</u> 3. <u>provides for a pleasant residential environment minimising adverse effects and maintaining a high level of visual amenity;</u> <u>and</u> 4. <u>provides for high levels of connectivity throughout the Development Area and with the existing settlement.</u> |
| 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.</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> |

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| | <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> |
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Activity Rules

DEV-O-R1 Construction or alteration of or addition to any building or other structure within the Local Centre Zone

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| <p><u>Activity Status: CON</u></p> <p>Where:</p> <ol style="list-style-type: none"> 1. <u>the building or addition is less than 450m² GFA.</u> <p><u>Matters of control are restricted to:</u> <u>CMUZ-MCD3 – Urban design</u></p> <p><u>Notification</u> <u>An application for a controlled activity under this rule is precluded from being publicly or limited notified.</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>Activity status where compliance is not achieved: RDIS</u></p> <p><u>Matters of discretion are restricted to:</u> <u>CMUZ-MCD3 – Urban design</u></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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DEV-O-R2 Parking lot within the Local Centre Zone

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| <p><u>Activity Status: CON</u></p> <p><u>Matters of control are restricted to:</u> <u>CMUZ-MD18 - Parking lots and Parking buildings</u></p> <p><u>Notification</u> <u>An application for a controlled 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> |
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DEV-O-R3 Educational facility within the Education Overlay

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| <p><u>Activity Status: CON</u></p> <p><u>Matters of control are restricted to:</u> <u>RES-MCD2 – Residential design principles</u></p> <p><u>Notification</u></p> | <p><u>Activity status where compliance is not achieved: N/A</u></p> |
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| An application for a controlled activity under this rule is precluded from being publicly or limited notified. | |
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DEV-O-R4 Polo field and ancillary activities and facilities within the Polo Grounds Overlay

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| <p><u>Activity Status: CON</u></p> <p><u>Matters of control are restricted to:</u> RES-MCD2 – Residential design principles</p> <p><u>Notification</u> An application for a controlled activity under this rule is precluded from being publicly or limited notified.</p> | <p><u>Activity status where compliance is not achieved: N/A</u></p> |
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DEV-O-R5 Retirement village

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| <p><u>Activity Status: CON</u></p> <p><u>Matters of control are restricted to:</u> RES-MCD2 – Residential design principles</p> <p><u>Notification</u> An application for a controlled activity under this rule is precluded from being publicly or limited notified.</p> | <p><u>Activity status where compliance is not achieved: N/A</u></p> |
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DEV-O-R6 Subdivision

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| <p><u>Activity Status: RDIS</u></p> <p><u>Matters of discretion are restricted to:</u> DEV-O-MCD3 – Minor road infrastructure upgrades</p> <p><u>Notification</u> An application for a restricted discretionary activity under this rule is precluded from being publicly or limited notified.</p> | <p><u>Activity status where compliance is not achieved: N/A</u></p> |
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DEV-O-R7 Minor residential units

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| <p><u>Activity Status: NC</u></p> | <p><u>Activity status where compliance is not achieved: N/A</u></p> |
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DEV-O-R8 Development within the Ōhoka Development Area

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

Development Area Standards

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| DEV-O-S1 Residential yield in the Settlement Zone | |
| 1. <u>Residential subdivision shall provide for a minimum net density of 12 households per ha, except for areas where there are demonstrated constraints.</u> | Activity status when compliance not achieved: DIS |

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| DEV-O-S2 Subdivision in the Large Lot Residential Zone | |
| 1. <u>All allotments created shall have a minimum area of 2,500m² with a maximum average of 3,300m² for allotments within the subdivision</u> | Activity status when compliance not achieved: DIS |

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| DEV-O-S3 Road infrastructure upgrades | |
| <p>1. <u>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:</u></p> <ol style="list-style-type: none"> <u>a roundabout at the Flaxton Road / Threlkelds Road intersection with associated changes in priority at the Mill Road / Threlkelds Road intersection,</u> <u>a roundabout at the Whites Road / Tram Road intersection,</u> <u>a roundabout at the Bradleys Road / Tram Road intersection,</u> <u>improvements at the Tram Road / State Highway 1 interchange, to increase the capacity for right turning traffic onto the south bound on-ramp,</u> | <p>Activity status when compliance not achieved: RDIS</p> <p>Matters of discretion are restricted to: <u>DEV-O-MCD4 – Transport network effects</u></p> |

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| <p>e. <u>road widening of Tram Road between Bradleys Road and Jacksons Road, and</u></p> <p>f. <u>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.</u></p> | |
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| <p><u>DEV-O-S4 Public transport</u></p> | |
| <p>1. <u>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 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 cease to apply should the Canterbury Regional Council elect to provide a public transport service to Ōhoka.</u></p> | <p><u>Activity status when compliance not achieved: NC</u></p> |

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| <p><u>DEV-O-S5 Greenhouse gas reduction in residential zones</u></p> | |
| <p>1. <u>Any subdivision application shall provide that future residential titles are encumbered with an appropriate legal mechanism to require:</u></p> | <p><u>Activity status when compliance not achieved: NC</u></p> |

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| <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> | |
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| DEV-O-S6 Provision of retail activities | |
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| <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

| DEV-O-BFS1 Tree planting in residential zones | |
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| <p>1. <u>All residential sites shall provide a minimum of:</u></p> <ul 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> <p>2. <u>All trees required by this rule shall be:</u></p> <ul 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> | <p><u>Activity status when compliance not achieved: DIS</u></p> |

| DEV-O-BFS2 Native planting in residential zones | |
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| <p>1. <u>All residential sites shall provide a minimum of 15% of the net site area planted in native vegetation.</u></p> <p>2. <u>All planting required by this rule shall be maintained and if dead, diseased or damaged, shall be replaced.</u></p> | <p><u>Activity status when compliance not achieved: DIS</u></p> |

| DEV-O-BFS3 Roof colour in residential zones | |
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| <p>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> | <p><u>Activity status when compliance not achieved: RDIS</u></p> <p><u>Matters of discretion are restricted to: DEV-O-MCD2 – Roofs</u></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-BFS4 Height in the Local Centre Zone | |
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| <p>1. <u>The maximum height of any building, calculated as per the height calculation, shall be 8m above ground level.</u></p> | <p><u>Activity status when compliance not achieved: DIS</u></p> |

| DEV-O-BFS5 Outdoor lighting in the Development Area | |
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| <p>1. <u>All fixed exterior lighting shall be directed away from any adjacent roads and residential properties.</u></p> <p>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></p> <p>3. <u>The correlated colour temperature of outdoor lighting shall not exceed 2500 K.</u></p> | <p><u>Activity status when compliance not achieved: RDIS</u></p> <p><u>Matters of discretion are restricted to: DEV-O-MCD1 – Lighting</u></p> |

Matters of Control and Discretion

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| <u>DEV-O-MCD1</u> | <p><u>Lighting</u></p> <p>1. <u>Whether the lighting is necessary for operational or functional purposes.</u></p> <p>2. <u>Adverse effects on the amenity, well-being, health and safety of people.</u></p> <p>3. <u>The extent to which light spill or glare may impact on activities occurring on an adjoining property.</u></p> |
| <u>DEV-O-MCD2</u> | <p><u>Roofs</u></p> <p>1. <u>The extent to which alternative roof colours adversely affect the visual amenity of the surrounding environment outside the Development Area.</u></p> |
| <u>DEV-O-MCD3</u> | <p><u>Minor road infrastructure upgrades</u></p> <p>1. <u>Whether and to what extent minor works are required to carriageways and roadside hazards, including roadside</u></p> |

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| | <u>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-MCD4 | <p>Transport network effects</p> <p>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></p> |

Appendix

DEV-O-APP1 – Ōhoka Outline Development Plan

All requirements specified below shall 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-R8.

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 shall 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 ancillary activities and facilities within the Polo Grounds Overlay. If a polo field is not established, additional residential properties can be developed at a minimum net density of 12 households per hectare.

Assessment criteria (see DEV-O-APP2) specific to the Development Area seeks to ensure the retention of the green open characteristics of the Ōhoka settlement, particularly within the street environments. The overarching purpose of the assessment criteria is to ensure development is of the quality and character required to retain the dominant characteristics of Ōhoka. The assessment criteria apply to subdivision and public realm within the Development Area and key activities including the village centre, school and polo facility.

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-S3:

- 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-R6. 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-S5. 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 shall be provided by the establishment of a new community drinking water scheme. A site of approximately 1,000m² shall 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 shall be provided for Settlement and Local Centre zoned properties. Hydrants shall be provided for emergency requirements within the Large Lot Residential Zone, in a similar manner to the neighbouring Mandeville and Ōhoka areas.

Wastewater shall 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 shall 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 shall be developed for the Development Area at subdivision consent stage.

Specific measures to protect and enhance landscape values shall 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 shall 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 shall 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 shall 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 seams 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 furthest 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 shall 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 Assessment Criteria

[\[INSERT LINK TO THE ŌHOKA ASSESSMENT CRITERIA\]](#)