

Before an Independent Hearings Panel  
Appointed by Waimakariri District Council

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*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)

Joint witness statement – planning

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Dated: 30 August 2024

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**JOINT WITNESS STATEMENT – PLANNING**

- 1 This joint witness statement relates to Hearing Stream 12D: Ōhoka of the proposed Waimakariri District Plan review
- 2 The conference attendees were:
  - 2.1 Mr Jeremy Phillips and Mr Tim Walsh for Carter Group Property Limited and Rolleston Industrial Developments Limited;
  - 2.2 Mr Andrew Willis for Waimakariri District Council; and
  - 2.3 Mr Nick Boyes for the Oxford Ōhoka Community Board.
- 3 This joint statement has been prepared in accordance with section 9.5 of the Environment Court Practice Note 2023.
- 4 All witnesses have read and agree to comply with the code of conduct for expert witnesses in the Environment Court Practice Note 2023.
- 5 This joint witness statement sets out all matters agreed and not agreed by the relevant experts, with an outline of the reasons for disagreement provided where appropriate.

**Is the existing Ōhoka settlement (as depicted in Map A of the CRPS and zoned SETZ in the proposed Plan) an 'urban area' (or 'existing urban area') insofar that this term is used (but not defined) in the NPS-UD? If it is an urban area, then what are the policy implications under the NPS-UD?**

- 6 TW/JP/NB agree that Ōhoka settlement as depicted in Map A of the CRPS and zoned SETZ in the proposed Plan is an existing urban area.
- 7 AW considers that the current Ōhoka village is very small, is comprised largely of rural residential / large lot development, lacks urban character and is zoned SETZ. While the NPS-UD anticipates intensification, the SETZ is expressly excluded from the MDRS intensification provisions and as such it is not available for this intensification, unlike usual urban areas. As such, AW considers it is uncertain whether Ōhoka qualifies as an 'existing urban area' under the NPS-UD. However, AW considers that if it is not an existing urban area, it would be a 'new urban area' – see paragraph 8 below.
- 8 TW/JP/NB/AW agree that the primary policy implication is that Clause 3.2 of the NPS-UD requires that local authorities must provide at least sufficient development capacity to meet expected demand for housing in 'existing and new urban areas'.

**Regardless of whether there is sufficient development capacity or not under Policy 2 of the NPS-UD, can the rezoning request be considered on its merits under Policy 8 if it is determined that the NPS-UD applies?**

- 9 AW/TW/JP/NB agree that the NPS-UD applies, noting their agreement (in the planning JWS dated 16 July 2024) that Ōhoka should be assessed against Greater Christchurch (as depicted in Map A of the CRPS) as the relevant 'Urban Environment' for the purposes of the NPS-UD.
- 10 AW/TW/JP/NB agree that rezoning requests may be considered under Policy 8 regardless of whether there is sufficient development capacity or not under Policy 2 of the NPS-UD.
- 11 AW/TW/JP/NB agree that the proposed rezoning at Ōhoka can be considered on its merits under Policy 8 on the basis that the NPS-UD applies and provided that it is found to contribute to a well-functioning urban environment.
- 12 AW/TW/JP/NB agree that having confidence that the development enabled by the proposal can be serviced with adequate three waters and road infrastructure is a relevant consideration, as without the necessary infrastructure, the proposed development capacity could not be realised. Without 'development capacity' (as defined in the NPS-UD) the Policy 8 pathway is not available.
- 13 AW/TW/JP/NB agree that such infrastructure may not be in place, planned or funded at the time a rezoning proposal is considered, given subclauses (a) and (b) of Policy 8.
- 14 TW/JP/NB/AW consider that based on the evidence presented for hearing stream 12D, there is sufficient certainty that the site physically *can be* serviced with adequate road infrastructure, accepting that there are planning and funding decisions, including by third parties, that need to be made to enable this. The consequence is that there is some uncertainty as to timing and overall quantum of development, which is to follow the required road upgrades.
- 15 AW notes paragraph 11 of the Transport JWS where Mr Metherell and Mr Binder consider there is a high level of uncertainty whether the stated upgrades can be delivered by the Council, the NZ Transport Agency and / or the developer as they have not been planned for and there has to date been no detailed investigation of design, land, and cost viability (but noting that rule DEV-O-S4 requires consideration of this).
- 16 TW/JP/NB/AW consider that based on the evidence presented for hearing stream 12D, there is sufficient certainty that the site physically *can be* serviced with adequate three waters infrastructure, accepting that there are planning and funding decisions that need to be made to enable this. If the stormwater solution cannot be designed to avoid intercepting groundwater, it would be prohibited by LWRP and is a key matter of uncertainty affecting the ability to deliver significant development capacity, and therefore meet the requirements of NPS-UD Policy 8. The engineering JWS states "the experts agree that the proposed

stormwater system solution can feasibly manage stormwater runoff from the site in terms of water quality and attenuation of peak flows" however they do not confirm whether the solution can be designed to avoid intercepting groundwater.

**Does the proposed rezoning constitute an extension to the 'existing urban area' of Ōhoka, and if approved, would it become part of this 'existing urban area'?**

- 17 TW/JP/NB agree that the proposed rezoning constitutes an extension of the existing urban area and would become part of the existing urban area. NB considers this matter is inconsequential to the key issues.
- 18 AW agrees if Ōhoka is determined to be an existing urban area.

**Would the proposed rezoning 'add significantly to development capacity', per NPS-UD Policy 8?**

- 19 AW/TW/JP/NB agree that the proposed rezoning would add significantly to development capacity provided it can be serviced with adequate development infrastructure to support the development of land for housing and business use.

**In giving effect to the NPS-UD, should a proposed district plan account for how NPS-UD Policy 2 will be satisfied throughout the life of the plan (rather than simply at its commencement), insofar that this requires 'at least' sufficient development capacity, 'at all times'?**

- 20 AW/TW/JP/NB agree that 'at all times' means a minimum of 10 years medium term capacity must be in place on a rolling basis throughout the life of a district plan.
- 21 Live zoning 20 years of capacity as at the commencement of a district plan is one way in which that can be achieved. Deferred zoning is an example of another method for responsively delivering additional and sufficient capacity, as and when it is required through the life of a district plan. The Proposed Plan has a land release mechanism similar to deferred zoning by way of the New Development Areas ('NDAs'), noting that the NDAs only relate to Rangiora and Kaiapoi. The three yearly Housing and Business Capacity Assessment ('HBA') cycle could also be relied on to monitor capacity with subsequent rezoning of land where required. However, given the length of time HBA and plan change processes takes, there would need to be 10 years of capacity plus sufficient buffer capacity at any point in time throughout the life of a district plan to allow for the time taken for the monitoring, review and rezoning processes to deliver any additional required capacity.

**Is the proposed rezoning near a centre zone per NPS-UD Objective 3(a) or other area with many employment opportunities, noting that a LCZ is proposed as part of the rezoning. Does a LCZ constitute a centre zone as defined in the NPS-UD?**

- 22 AW/TW/JP/NB agree that a LCZ constitutes a centre zone as defined in the NPS-UD.
- 23 AW/TW/JP/NB agree that the wording of subclause (a) is unclear as to:
- 23.1 whether it refers to an existing and/or new centre zone,
- 23.2 whether it refers to a 'centre zone (with or without many employment opportunities)' or a 'centre zone (with many employment opportunities)', and
- 23.3 what constitutes 'near' or 'many employment opportunities', and
- 23.4 whether the proposal is near to Rangiora, Kaiapoi, and/or Christchurch.
- 24 TW/JP consider that irrespective of whether the proposed rezoning meets subclause (a) of the objective, the proposed public transport service and the evidence regarding demand satisfies subclauses (b) and (c). Therefore, the proposal meets Objective 3.
- 25 Based on technical evidence, AW/NB considers that the proposed rezoning does not meet subclauses (a), (b) and (c) of the objective.

**Does the term 'at least sufficient development capacity' in NPS-UD Policy 2 (read alongside objectives 2 and 3) indicate a presumption or preference for providing more development capacity than is required to meet forecast demand?**

- 26 AW/TW/JP/NB – the term 'at least' indicates a preference for enabling rather than constraining development capacity (all other NPS-UD matters considered, e.g. contributing to a well-functioning urban environment).
- 27 JP/TW/AW/NB – agree that if there is a finding that there is not sufficient capacity, this does not mean that the land must be rezoned, but it does require the Council to respond to any capacity shortfall. Conversely, if there is a finding that there is sufficient capacity, this does not prevent the land from being rezoned. Whether there is sufficient capacity or not is a relevant matter to be weighed in the balance and is related to the questions around 'responsiveness'.

**Does NPS-UD Objective 4 and Policy 6 prioritise urban development and capacity over the amenity values that are appreciated by some people (absent the changes resulting from new urban development) and is the scale of the change a relevant consideration?**

- 28 AW/TW/JP/NB – agree that Objective 4 simply recognises that urban environments (including amenity values) will change over time.
- 29 AW/NB/TW/JP – Policy 6 (a) and (b) recognise the planned urban built form that is anticipated by an RMA document that has given effect to the NPS-UD, rather than when assessing a proposal to change an RMA document. Objective 4 and Policy 6 do not prioritise urban development and capacity over the amenity values until a proposal to change an RMA document is approved. However, when reading Objective 4 and Policy 6 in the round (including subclauses (c) and (d) of Policy 6), changes to amenity values are anticipated where proposals deliver significant development capacity and contribute to well-functioning urban environments.
- 30 AW/NB/TW/JP - agree that the scale of change is a relevant consideration of amenity values, however, scale itself is not the issue, it is the impacts of the scale of the proposal that are relevant.

**Accounting for the evidence submitted for Hearing Stream 12D, is the proposed rezoning in an area of the Greater Christchurch urban environment where there is high demand for housing, relative to other areas within the urban environment?**

- 31 TW/JP – yes, in reliance on the evidence of Ms Hampson, Messrs Davidson, Jones and Akehurst, there is high demand for housing in the Ōhoka area / western part of the Greater Christchurch urban environment within the district.
- 32 NB/AW – accounting for the evidence of Ms Hampson, Messrs Davidson, Jones, Akehurst and Yeoman, consider that the evidence demonstrates that there is demand for housing at Ōhoka. However, the demand is not necessarily high relative to other areas in the urban environment.
- 33 AW/NB/JP/TW consider that the NPS-UD does not provide guidance in respect of the phrase ‘there is high demand for housing, relative to other areas within the urban environment’. Further, the NPS-UD does not provide guidance in terms of determining the degree of granularity of different locations of demand.

**Accounting for the evidence submitted for Hearing Stream 12D, are the markets for different locations and housing typologies in Greater Christchurch and Waimakariri District interchangeable?**

- 34 AW/TW/JP/NB – note Mr Yeoman’s opinion that the proposed rezoning “would likely be appealing to a wider cross-section of people and it would need to draw growth away from the three main

towns to be viable (Rangiora, Kaiapoi, and Woodend)"<sup>1</sup>. Further, Mr Yeoman considers that demand for dwellings in Greater Christchurch but outside the three main townships "could easily be provided for within a location near one of the three main towns"<sup>2</sup>, or by "bringing forward the zoning of some of the Future Development Areas"<sup>3</sup>.

- 35 AW/TW/JP/NB – note that Ms Hampson considers that future development areas are not an effective substitute for demand occurring outside of the three main townships, and that the proposal will not transfer demand away from the main urban townships. Ms Hampson considers it "more likely that the proposal will meet demand in the Ōhoka locality and may draw some demand away from other settlements within Greater Christchurch outside of the main urban townships"<sup>4</sup>.
- 36 AW/TW/JP/NB – note Mr Jones' evidence that demand for property in Ōhoka is different to that for property in the main towns of the district and that "[b]uyers looking in the Ōhoka area who are unable to secure a property will not substitute their preferences for a property in Kaiapoi, Rangiora, Woodend/Pegasus"<sup>5</sup>. Instead, such buyers will opt for "adjacent areas of Mandeville, Swannanoa, Fernside, or Clarkville which provide a similar offering to Ōhoka" or "alternatives even further afield, including in different districts, such as Tai Tapu, West Melton, Marshland, or Oruruha (again which provide a similar offering to Ōhoka)" or "[s]ettle for a lifestyle block in the Ōhoka area".
- 37 Accounting for the evidence, TW/JP consider that there may be some market interchangeability for different locations and housing typologies in Greater Christchurch and Waimakariri District, but that it is likely to be limited and ultimately insufficient to meet specific demands in the western area of Waimakariri District's part of the urban environment.
- 38 AW/NB consider that Ōhoka's existing demand is interchangeable for large lot residential and smaller settlement supply in other locations (e.g. Mandeville, Swannanoa, Fernside, or Clarkville and in the Selwyn District) as per Mr Jones' evidence and Ms Hampson's (quoted above). AW/NB consider that to date there is no demonstrated demand for small urban density lots in Ōhoka, as a meaningful supply has not been enabled in the area. However, smaller urban density sections (600m<sup>2</sup> – 700m<sup>2</sup> sizes) which are proposed in the Submitter's development are interchangeable with urban density sections in other urban locations such as Rangiora, Kaiapoi, and Woodend (and elsewhere in Greater Christchurch) as per Mr Yeoman's evidence<sup>6</sup>.

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<sup>1</sup> Paragraph 3.34 of Mr Yeoman's evidence.

<sup>2</sup> Paragraph 3.15 of Mr Yeoman's evidence

<sup>3</sup> Paragraph 3.16 of Mr Yeoman's evidence

<sup>4</sup> Paragraph 62 of Ms Hampson's supplementary evidence.

<sup>5</sup> Paragraph 7 of Mr Jones' supplementary evidence.

<sup>6</sup> Paragraphs 3.34 and 3.15 of Mr Yeoman's evidence

**What does 'responsive' mean insofar that this term is used in the NPS-UD? Specifically:**

**(a) What does responsive mean, generally?**

- 39 AW/TW/JP/NB agree that the dictionary definitions for the term 'responsive' consistently describe this as a reaction or response that is 'quick' and 'positive'. Interpreted in this way, Policy 8 would require local authority decisions on plan changes to be 'quick and positive' where they add significantly to development capacity and contribute to well-functioning urban environments. Responsive does not necessarily mean that proposals qualifying under Policy 8 must be granted. Rather, the policy provides a pathway for the consideration of proposals that are otherwise 'unanticipated' or 'out of sequence'. Further, a positive lens should be applied to such proposals accounting for the significant capacity they provide and the objectives of the NPS-UD to improve affordability and support competitive markets. This 'positive lens' is evident in the direction in NPS-UD Clause 3.8 which requires that local authorities 'must have particular regard to the development capacity provided' by these proposals (subject to meeting Clause 3.8(2) (a), (b) and (c)) and in Objective 6 which requires decisions on urban development to be responsive, 'particularly in relation to proposals that would supply significant development capacity'.

**(b) Does the reference in Objective 6 to 'local authority decisions' include decisions on infrastructure planning and funding?**

- 40 AW/TW/JP/NB – yes, acknowledging that decisions made subject to the NPS-UD may not bind Council decision-making under the LGA.

**What is the level of certainty required to confirm that the proposal is integrated with infrastructure planning and funding decisions, taking into account that it is in effect an unanticipated plan change?**

- 41 See paragraphs 13, 14, 16 and 16.
- 42 AW/NB/JP/TW consider that as NPS-UD Policy 8 is being relied upon, there needs to be certainty that the infrastructure can be physically and legally provided and can be funded.

**Does the NPS-UD require that infrastructure is expected to be in place or planned in advance of unanticipated plan changes? Is the absence of infrastructure upgrades being identified in the Long Term Plan a barrier to rezoning of the site?**

- 43 AW/NB/TW/JP - no and no. Certainty is required that infrastructure *can be* provided (i.e. physically), not that it is in place, planned, funded or identified in an LTP. The counterfactual would otherwise illogically preclude most or all Policy 8 proposals, given that adequate infrastructure would rarely, if ever, be in place, planned or funded for significant development proposals (with presumably significant infrastructure requirements) that are 'unanticipated' or 'out of sequence'.



**In respect to Objective 6, is the proposal strategic over the medium term and long term and what defines strategic?**

- 44 TW/JP/AW/NB note the Oxford dictionary definition of strategic as 'relating to the identification of long-term or overall aims and interests and the means of achieving them'.
- 45 In this context, JP/TW considers the evidence on the proposal (and particularly evidence of constraints to growth and demand) demonstrates that the proposal can support medium and long terms aims and interests for a well-functioning urban environment.
- 46 Further, JP/TW agrees with paragraph 341 of TW's evidence in chief: "While expansion of Ōhoka is not part of the growth strategy, I consider it is required to address an identified shortfall of development capacity. Identification of the site as a suitable candidate for growth has been carried out in a strategic way. It involved identification of a development capacity shortfall, and identification of suitable areas to accommodate growth by way of mapping constraints and opportunities. On this basis, I consider that enablement of this proposal would be strategic and therefore consistent with this aspect of the objective."
- 47 TW/AW/NB/JP agree that the proposal has been developed strategically, however, whether it is strategic goes to the merits of the proposal.
- 48 AW notes that other strategic planning processes have not identified Ōhoka as a suitable candidate for urban growth.

**How should the NPS-UD Policy 1 requirement to "support reductions in greenhouse gas emissions" be interpreted and applied? In particular, does the NPS-UD require that approval of the rezoning result itself in an absolute reduction in GHG emissions in Greater Christchurch (being the relevant 'urban environment')?**

- 49 JP/AW/NB/TW agree that the NPS-UD does not require an absolute reduction in GHG emissions.
- 50 JP/TW/AW/NB notes that Policy 1 seeks decisions that contribute to well-functioning urban environments, which are urban environments that, as a minimum achieve the matters in (a)-(f). Noting the agreement (in the planning JWS dated 16 July 2024) that Ōhoka should be assessed against Greater Christchurch, Policy (1)(e) requires consideration as to whether the proposal contributes to the Greater Christchurch urban environment supporting reduction in greenhouse gas emissions. Therefore, Policy 1(e) does not require reductions in absolute terms. The context of the proposal is important.
- 51 JP/TW consider that the proposal responds to expected demand in the western part of the Waimakariri urban environment and in doing so, would deliver the required development capacity in a less carbon intensive manner compared to a more dispersed / ad hoc approach.

- 52 AW/NB consider that Ōhoka should be assessed against other Greater Christchurch locations and that development in this location contributes more GHG emissions than alternative growth options surrounding the main towns of the district, main towns of Greater Christchurch, and other locations closer to the main towns due to its more remote location. As per paragraph 68 of the Transport JWS, increased VKT has a direct influence on transport related GHG emissions, and spatial planning processes can contribute to minimising an increase in VKT and GHG emissions by locating development in a way that minimises travel distances and maximises access to sustainable travel modes.

**What do “well-connected along transport corridors” and “good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport” mean in the context of the connectivity of the site? Does the site have good accessibility for all people between housing, jobs, etc including by way of public or active transport and is it well-connected along transport corridors?**

- 53 AW/NB/TW/JP note that the term ‘transport corridors’ is not defined in the NPS-UD. However, the term suggests a passage of land connecting places that is used and suitable for the movement of people and goods by one or more mode of transport. With reference to paragraph 49 above, it is noted that “good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport” is a requirement for the Greater Christchurch urban environment under Policy 1(c).
- 54 Based on the above definition of transport corridor and noting Mr Fuller’s evidence, JP/TW consider the site is ‘well connected’ along transport corridors. TW/JP consider that the proposal contributes to Policy 1(c), insofar that these elements within the urban environment are accessible from the subject land, including by way of public or active transport. This is described in further detail in paragraphs 32-41 of TW’s supplementary evidence.
- 55 Noting the evidence of Mr Metherell and Mr Binder, NB/AW consider that the site is connected but that it not ‘well connected’ and does not have ‘good accessibility’. This is due to the site’s relative remoteness and consequential reliance on private motor vehicles for transport. Noting the evidence of Mr Metherell and Mr Binder and paragraphs 61 and 62 of the Transport JWS, even though active and public transport are proposed to be available, their use is likely to be low and will not lead to any notable change in private vehicle use from the site across the whole day, with only a marginal impact on peak period commuting to Christchurch. This low use supports the opinion that the site is not ‘well connected’ and does not have ‘good accessibility’. NB/AW also note there is no certainty that the proposed Public Transport will be provided after the 10-year period ends and based on the evidence of Mr Binder is unlikely to be

financially viable due to low demand (both existing and anticipated), and unattractive routing and transfers.<sup>7</sup>

**On the basis that the Greater Christchurch Urban Environment is the relevant urban environment, does the proposal 'contribute' to the well-functioning urban environment which is Greater Christchurch?**

56 TW/JP – yes.

57 AW/NB – no.

**Does this rezoning request need to meet all elements of Policy 1 NPS-UD, or contribute towards them?**

58 TW/JP/NB/AW consider that the wording of Policy 1 prescribes a minimum criterion that, where relevant, must be met in a positive or at least a neutral way for the relevant urban environment as a whole. Not all the subclauses will be relevant to every proposal requiring consideration against the NPS-UD. For example, Policy 1(a) would not be relevant to a proposed rezoning of land from rural to industrial use.

59 TW/JP/NB/AW consider that any assessment of the Policy 1 elements must be made in the context of the proposal and its purpose, and its contribution to the Greater Christchurch urban environment.

**What is the relevance of the Canterbury Regional Policy Statement, Greater Christchurch Spatial Plan, District Development Strategy and Proposed District Plan to this rezoning proposal and how are they to be weighted, and reconciled, if a conflict with the NPS-UD is believed to exist?**

60 AW/TW/JP/NB agree that all the referenced planning documents are relevant to consideration of the proposed rezoning and that all of these documents must give effect to the NPS-UD as the higher order document.

61 The CRPS is a statutory planning document of which the Proposed Plan must give effect to.

62 The Greater Christchurch Spatial Plan ('**GCSP**') constitutes a future development strategy under the NPS-UD and Council must have regard to it when preparing the Proposed Plan.

63 The District Development Strategy ('**DDS**') is a strategy prepared under the Local Government Act 2002 and Council must have regard to it when preparing the Proposed Plan. The DDS predates the NPS-UD having been developed under the now superseded NPS-UDC.

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<sup>7</sup> Paragraph 7, Summary Statement of Mr Binder on Transport Relating to Hearing Stream 12D – Ōhoka RIDL

- 64 The CRPS seeks to avoid urban growth outside existing urban areas, Greenfield Priority Areas and Future Development Areas as identified on Map A and the proposed rezoning site is outside these areas.
- 65 The GCSP identifies 'broad locations' in setting guidance and parameters for the identification and consideration for future growth direction. Ōhoka is not within the broad locations identified for future urban growth in the GCSP. In relation to greenfield growth, the GCSP recognises it will continue to be part of how growth is accommodated and sets out a criterion for greenfield growth requiring it to:

*Be well connected with employment, services and leisure through public and active transport networks*

*Be integrated with existing urban areas*

*Meet a need identified by the latest Housing and Business Development Capacity Assessment*

*Be at the right scale, density and location to minimise impact on highly productive land and existing permitted or consented primary production activities.<sup>8</sup>*

- 66 The DDS does not identify Ōhoka as a location for urban growth. It anticipates incremental growth of the small settlements of the district in line with historic growth rates.
- 67 These lower order planning documents (CRPS, GCSP and DDS), remain relevant to the assessment of the proposal and its merits, to the extent that they do not otherwise conflict with the NPS-UD (insofar that Policy 8 contemplates unanticipated and out of sequence plan changes and requires sufficient capacity under Policy 2 and Clause 3.2).

**Should the benefits and costs associated with a rezoning proposal be assessed in relative terms, as compared to the alternative options suggested in the other Hearing Streams?**

- 68 AW/NB/JP/TW consider that if a proposal is relying on demonstrating a capacity shortfall overall or in relation to specific locations and typologies then a comparative assessment against other proposals that provide suitable capacity (e.g. locality and market) is a relevant exercise that should be undertaken.
- 69 The NPS-UD does not require capacity to be provided for all housing typology sub-types and every location sub-market in an urban environment, nor at the expense of providing/maintaining a well-functioning urban environment. Arguably, some substitutability is assumed. It also does not require unlimited development capacity, but rather 'at least' sufficient development capacity.
- 70 TW/JP are not aware of alternative options suggested in other hearing streams that provide for identified demand in the western part of Greater Christchurch within the district. TW/JP do not consider it appropriate to make a comparison with other locations or

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<sup>8</sup> Page 66 of the GCSP

proposals that provide capacity for distinct localities and markets (as that would not meet Objective 2 and policies 1.a.i, 2 and Clause 3.2).

**How much LC zoned land would be sufficient to accommodate this floorspace?**

- 71 TW/JP/AW/NB have no concerns regarding the size of the proposed LCZ.

**Do the proposed provisions, including the ODP, ensure with sufficient certainty:**

**(a) the delivery of the proposed public transport service?**

- 72 AW/TW/JP/NB – yes.

**(b) the implementation of the required road infrastructure upgrades when required?**

- 73 AW/TW/JP/NB – yes.

**(c) the realisation of the described urban design outcomes (including the amount of information required to describe the objectives of any design guidelines)?**

- 74 AW/TW/JP/NB – yes, subject to review of the Ōhoka design guidelines which are currently being developed.

**(d) the implementation of the proposed GHG reduction measures?**

- 75 AW/TW/JP/NB – yes.

**(e) the implementation of the landscape treatments?**

- 76 AW/TW/JP/NB – yes.

**(f) construction of rural village style roads of the types and functions indicated in the ODP?**

- 77 AW/TW/JP/NB – yes.

**(g) riparian planting and waterway restoration as proposed?**

- 78 AW/TW/JP/NB – yes.

**(h) commercial activity is provided to support future residents?**

- 79 AW/TW/JP/NB – yes once the development reaches a certain threshold (250 residential allotment as per DEV-O-S7) – this

threshold appears to be reasonable noting we have not heard any evidence on this.

**(i) a polo field and associated facilities are provided for?**

80 AW/TW/JP/NB – yes a polo field and associated facilities are enabled by way of DEV-O-R4 but not required.

**(j) a school is provided for?**

81 AW/TW/JP/NB – yes educational facilities are enabled by way of DEV-O-R3 but are not required.

**(k) a retirement village is provided for?**

82 AW/TW/JP/NB – yes retirement villages are enabled by way of DEV-O-R5 but are not required

83 A marked-up set of revised provisions is included at **Appendix A** containing amendments agreed by TW/JP/NB/AW during conferencing. Red text relates to changes made following the hearing (as directed by the Panel in Minute 31) and green text indicates amendments made during conferencing. We note that changes have also been made responding to suggestions in the Transport JWS. Please note that changes to the ODP (plan) as suggested in the Transport JWS will be provided to the Panel as soon as possible. A clean version of the amended provisions is included at **Appendix B**.

**Concluding comment from AW/TW/NB/JP**

84 All agree that a well-functioning urban environment must be achieved and that there are no issues with the proposal and ODP achieving a well-functioning urban environment within the Development Area.

85 The area of disagreement is whether the proposal contributes to a well-functioning urban environment at broader scales.

86 The other key issue distilled through conferencing is the level of granularity at which demand/supply dynamics are assessed and responded to.

86.1 Our use of the term 'granularity' refers to the locality and market elements in Policy 1(a)(i) and Clause 3.2. For example:

- (a) Locality: at a district-wide scale, town scale, urban area scale, neighbourhood scale, meshblock scale, etc.
- (b) Market: being the attributes of the housing proposed (i.e. standalone housing, lot size, setting, amenity etc)

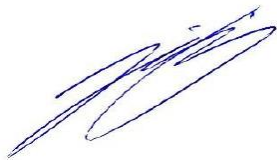
86.2 All agree that other than what is set out in Clause 3.2 and Policy 1(a)(i), the NPS-UD provides no specific guidance in terms of the level of granularity.

86.3 TW/JP consider that the western part of the Greater Christchurch urban environment within the district (which includes Ōhoka at the centre) is an appropriate level of granularity accounting for the evidence on markets and demands (including supply substitutability).

86.4 NB/AW consider that the appropriate scale to assess demand/supply is at the scale of the urban environment within the district, focusing on the main towns but noting that various other supply options are available within Greater Christchurch (which is the relevant urban environment). There is sufficient substitutability across the supply options.

87 The disagreement on the level of substitutability emanates from the differences of opinion expressed in 86.3 and 86.4 above.

Dated: 30 August 2024



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Jeremy Phillips



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Tim Walsh



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Andrew Willis



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Nick Boyes

**APPENDIX A – REVISED PROVISIONS (MARKED-UP VERSION)**

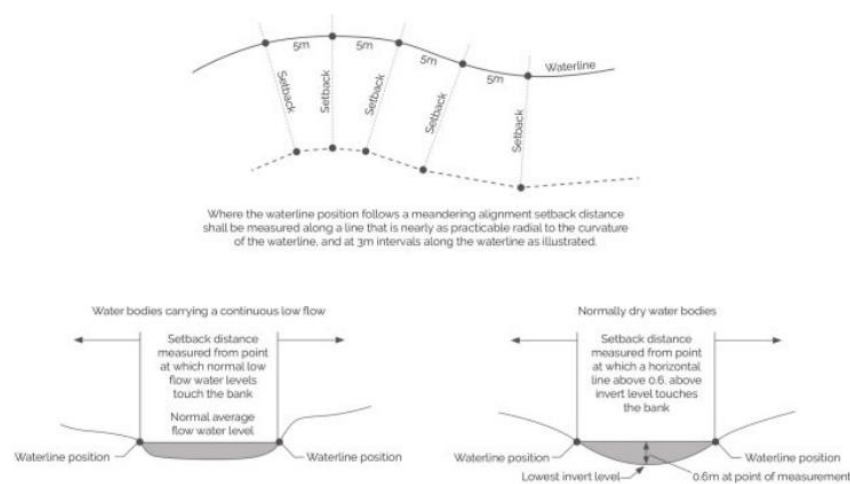


The submitter proposes the following changes to the Proposed Plan:

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

## Figure NATC-1: Interpretation of banks of water bodies

### AMEND s42A RECOMMENDED INTERPRETATION



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

Normal ~~average~~ low flow water level

## SETZ - Settlement Zone

### Introduction

#### AMEND INTRODUCTORY TEXT

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

## Objectives

PROPOSED AMENDMENT TO OBJECTIVE SETZ-O1 DELETED

## Activity Rules

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

<b>SETZ-R15 Health care facility</b> <i>This rule does not apply within the Ōhoka Settlement Zone</i>	
<b>Activity Status: PER</b>  Where: <ol style="list-style-type: none"><li>1. the activity shall only be located on sites with frontage and the primary entrance to a strategic road, arterial road or collector road;</li><li>2. the maximum GFA of building occupied by the educational facility shall be 200m<sup>2</sup>;</li><li>3. the hours of operation when the site is open to visitors, patients, clients, and deliveries shall be between the hours of 7:00am – 6:00pm Monday to Saturday;</li><li>4. the facility shall not result in more than two non-residential activities within a residential block frontage; and</li><li>5. the facility shall not include the parking or storage of more than one heavy vehicle on the site of the activity.</li></ol>	<b>Activity status where compliance is not achieved: DIS</b>
<b>SETZ-R17 Convenience activity</b> <i>This rule does not apply within the Ōhoka Settlement Zone</i>	
<b>Activity Status: PER</b>  Where: <ol style="list-style-type: none"><li>1. the maximum GFA of building occupied by the neighbourhood convenience retail activity shall be 75m<sup>2</sup>.</li></ol>	<b>Activity status where compliance is not achieved: DIS</b>

**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
2. the maximum GFA of building occupied by the veterinary facility shall be 200m<sup>2</sup>.

**Activity status where compliance is not achieved: DIS**

**SETZ-R19 Food and beverage outlet**

*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
2. the maximum GFA of building occupied by the food and beverage outlet shall be 200m<sup>2</sup>.

**Activity status where compliance is not achieved: DIS**

**SETZ-R20 Supermarket**

*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
2. the maximum GFA of building occupied by the supermarket shall be 400m<sup>2</sup>.

**Activity status where compliance is not achieved: DIS**

**SETZ-R22 Retirement village**

*This rule does not apply within the Ōhoka Settlement Zone.*

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

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

<b>LCZ-R4 Retail activity</b>	
<p><b>Activity Status: PER</b></p> <p>Where:</p> <ol style="list-style-type: none"> <li>1. the floor area of the activity shall be within the following maximum GFA limits: <ol style="list-style-type: none"> <li>a. within Woodend there is no limit;</li> <li>b. for Mandeville <u>and Ōhoka</u>, the maximum gross retail area for all retail activities in <u>each</u> the zone shall be 2700m<sup>2</sup>;</li> <li>c. for all other sites the activity shall be a maximum of 300m<sup>2</sup> GFA.</li> </ol> </li> </ol>	<p><b>Activity status where compliance is not achieved: RDIS</b></p> <p><b>Matters of discretion are restricted to:</b></p> <p>CMUZ-MD11 - Residential development CMUZ-MD12 - Commercial activity distribution</p>

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

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

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

## **Advisory note**

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

## **Objectives**

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

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

## **Activity Rules**

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

<p>1. <u>the activity is certified by a qualified expert on a Council approved list as being in accordance with the <b>Ōhoka design guidelines</b>.</u> <del>buildings, structures and development, including fencing and walls, that are deemed to be in accordance with any relevant Council approved design guidelines for the Development Area.</del></p> <p><b>Matters of control are restricted to:</b> DEV-O-MCD1 – Design considerations</p> <p><u>Certification shall include sufficient detail to demonstrate how the activity accords with the design guidelines.</u></p>	<p><b>Matters of discretion are restricted to:</b> DEV-O-MCD1 – Design considerations</p> <p><b>Notification</b> <u>An application for a restricted discretionary activity under this rule is precluded from being publicly or limited notified.</u></p>
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<p><b>DEV-O-R2 Buildings, structures, development, and landscaping within the Local Centre Zone</b></p>	
<p><b>Activity Status: RDIS</b></p> <p>Where:</p> <p>1. <u>any building or addition is greater than 450m<sup>2</sup> GFA.</u></p> <p><b>Matters of discretion are restricted to:</b> DEV-O-MCD2 – Urban design</p> <p><b>Notification</b> <u>An application for a restricted discretionary activity under this rule is precluded from being publicly or limited notified.</u></p>	<p><b>Activity status where compliance is not achieved: N/A</b></p>
<p><b>Advisory Note</b></p> <ul style="list-style-type: none"> <li><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></li> </ul>	

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



Certification shall include sufficient detail to demonstrate how the activity accords with the design guidelines.	
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<b>DEV-O-R4 Educational facility within the Education Overlay</b>	
<p><b>Activity Status: CON PER</b></p> <p>Where:</p> <ol style="list-style-type: none"> <li>the activity is certified by a qualified expert on a Council approved list as being in accordance with the <b>Ōhoka design guidelines.</b></li> </ol> <p><b>Matters of control are restricted to:</b> DEV-O-MCD1 – Design considerations</p> <p>Certification shall include sufficient detail to demonstrate how the activity accords with the design guidelines.</p>	<p><b>Activity status where compliance is not achieved: RDIS N/A</b></p> <p><b>Matters of control or discretion are restricted to:</b> DEV-O-MCD1 – Design considerations</p> <p><b>Notification</b> An application for a restricted discretionary activity under this rule is precluded from being publicly or limited notified.</p>

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

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

Certification shall include sufficient detail to demonstrate how the activity accords with the design guidelines.	
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<b>DEV-O-R7 Subdivision</b>	
<b>Activity Status: RDIS</b>	<b>Activity status where compliance is not achieved: N/A</b>
<b>Matters of discretion are restricted to:</b> DEV-O-MCD5 – Minor road infrastructure upgrades	
<b>Notification</b> An application for a restricted discretionary activity under this rule is precluded from being publicly or limited notified.	

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

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

## **Development Area Standards**

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

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

<b>DEV-O-S3 Subdivision in the Large Lot Residential Zone</b>	
1. All allotments created shall have a minimum area of 2,500m <sup>2</sup> with a	<b>Activity status when compliance not achieved: DIS</b>

maximum average of 3,300m <sup>2</sup> for allotments within the subdivision	
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<b>DEV-O-S4 Road infrastructure upgrades</b>	
<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> <ul style="list-style-type: none"> <li>a. <u>a roundabout at the Flaxton Road / Threlkelds Road intersection with associated changes in priority at the Mill Road / Threlkelds Road intersection,</u></li> <li>b. <u>a roundabout at the Whites Road / Tram Road intersection,</u></li> <li>c. <u>a roundabout at the Bradleys Road / Tram Road intersection,</u></li> <li>d. <u>improvements at the Tram Road / State Highway 1 interchange, to increase the capacity for right turning traffic onto the south bound on-ramp, and</u></li> <li>e. <u>road widening of Tram Road between Bradleys Road and Jacksons Road, and</u></li> <li>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></li> </ul>	<p><b><u>Activity status when compliance not achieved: RDIS</u></b></p> <p><b><u>Matters of discretion are restricted to: DEV-O-MCD7 – Transport network effects</u></b></p>

<b>DEV-O-S5 Public transport</b>	
<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</u></p>	<p><b><u>Activity status when compliance not achieved: NC</u></b></p>

<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 no longer apply should the Canterbury Regional Council elect to provide a public transport service to Ōhoka.</u></p>	
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<b>DEV-O-S6 Greenhouse gas reduction in residential zones</b>	
<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"> <li>a. <u>LPG connections and use is prohibited except for outdoor barbeque use,</u></li> <li>b. <u>all residential units are fitted with electric vehicle charging facilities, and</u></li> <li>c. <u>all residential units include solar power generation.</u></li> </ul>	<p><b><u>Activity status when compliance not achieved: NC</u></b></p>

<b>DEV-O-S7 Provision of retail activities</b>	
<p>1. <u>No more than 250 residential allotments shall be created within the Development Area until at least 800m<sup>2</sup> GFA of retail activity is established within the Ōhoka Local Centre Zone.</u></p>	<p><b><u>Activity status when compliance not achieved: DIS</u></b></p>

## Development Area Built Form Standards

<b>DEV-O-BFS1 Tree planting in residential zones</b>	
<ol style="list-style-type: none"><li>1. All residential sites shall provide a minimum of:<ol style="list-style-type: none"><li>a. <u>one tree capable of reaching a height of 8 metres at maturity</u> within the road boundary setback for every 15 metres of road frontage (or part thereof) and;</li><li>b. <u>one additional tree capable of reaching a height of 8 metres at maturity</u> elsewhere on the property for every 400m<sup>2</sup> of site area (or part thereof).</li></ol></li><li>2. All trees required by this rule shall be:<ol style="list-style-type: none"><li>a. <u>not less than 1.5 metres high at the time of planting; and</u></li><li>b. <u>maintained and if dead, diseased or damaged, shall be replaced.</u></li></ol></li></ol>	<p><b><u>Activity status when compliance not achieved: DIS</u></b></p>
<b>DEV-O-BFS2 Native planting in the Large Lot residential zones</b>	
<ol style="list-style-type: none"><li>1. All residential sites shall provide a minimum of 15% of the net site area planted in native vegetation.</li><li>2. All planting required by this rule shall be maintained and if dead, diseased or damaged, shall be replaced.</li></ol>	<p><b><u>Activity status when compliance not achieved: DIS</u></b></p>
<b>DEV-O-BFS3 Fencing in residential zones</b>	
<ol style="list-style-type: none"><li>1. <u>Any fencing on residential sites shall:</u><ol style="list-style-type: none"><li>a. <u>be no higher than 1.2m above ground level; and</u></li><li>b. <u>be a rural-style post and wire or post and rail fence.</u></li></ol></li></ol>	<p><b><u>Activity status when compliance not achieved: RDIS</u></b></p> <p><b><u>Matters of discretion are restricted to: DEV-O-MCD4 – Fencing</u></b></p> <p><b><u>Notification</u></b> <u>An application for a restricted discretionary activity under this rule is precluded from being publicly or limited notified.</u></p>
<b>DEV-O-BFS4 Roof colour in residential zones</b>	
<ol style="list-style-type: none"><li>1. <u>All roofing shall be coloured in the range of browns, greens, greys or black, with a light reflectivity value below 35%.</u></li></ol>	<p><b><u>Activity status when compliance not achieved: RDIS</u></b></p>

	<p><b><u>Matters of discretion are restricted to:</u></b>  <u>DEV-O-MCD5 – Roofs</u></p> <p><b><u>Notification</u></b>  <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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<b><u>DEV-O-S3 Polo facility in the Polo Grounds Overlay</u></b>	
<p><del>1. Any building or structure shall be set back a minimum of 10m from any residential site.</del></p>	<p><b><u>Activity status when compliance not achieved: RDIS</u></b></p> <p><b><u>Matters of discretion are restricted to:</u></b></p> <p><del>RES-MD2 – Residential design principles</del>  <del>RES-MD5 – Impact on neighbouring property</del></p> <p><b><u>Notification</u></b>  <del>An application for a restricted discretionary activity under this rule is precluded from being publicly notified, but may be limited notified.</del></p>

<b><u>DEV-O-BFS5 Height in the Local Centre Zone</u></b>	
<p><del>1. The maximum height of any building, calculated as per the height calculation, shall be 8m above ground level.</del></p>	<p><b><u>Activity status when compliance not achieved: DIS</u></b></p>

<b><u>DEV-O-BFS6 Outdoor lighting in the Development Area</u></b>	
<p><del>1. All fixed exterior lighting shall be directed away from any adjacent roads and residential properties.</del></p> <p><del>2. 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.</del></p> <p><del>3. The correlated colour temperature of outdoor lighting shall not exceed 2500 K.</del></p>	<p><b><u>Activity status when compliance not achieved: RDIS</u></b></p> <p><b><u>Matters of discretion are restricted to:</u></b>  <u>DEV-O-MCD3 – Lighting</u></p>

## Matters of Control and Discretion

<p><u>DEV-O-MCD1</u></p>	<p><u>Design considerations</u></p> <ol style="list-style-type: none"> <li>1. <u>The extent to which the design of development is in accordance with the relevant parts of the <b>Ohoka design guidelines</b>, including:</u> <ol style="list-style-type: none"> <li>a. <u>the bulk, scale, location and external appearance of buildings;</u></li> <li>b. <u>the creation of active frontages adjacent to roads and public spaces;</u></li> <li>c. <u>setbacks from roads and neighbours;</u></li> <li>d. <u>landscaping;</u></li> <li>e. <u>application of CPTED principles;</u></li> <li>f. <u>focus on sustainable design to reduce carbon footprint; and</u></li> <li>g. <u>provision for internal walkways, paths, and cycleways.</u></li> </ol> </li> </ol>
<p><u>DEV-O-MCD2</u></p>	<p><u>Urban design</u></p> <ol style="list-style-type: none"> <li>1. <u>The extent to which development:</u> <ol style="list-style-type: none"> <li>a. <u>is in accordance with the relevant parts of the <b>Ohoka design guidelines</b>;</u></li> <li>b. <u>recognises and reinforces the centre's role, context, and character, including any natural, historic heritage or cultural assets;</u></li> <li>c. <u>promotes active engagement with, and contributes to the vibrancy and attractiveness of, any adjacent streets, lanes or public spaces;</u></li> <li>d. <u>takes account of nearby buildings in respect of the exterior design, architectural form, scale and detailing of the building;</u></li> <li>e. <u>provides a human scale and minimises building bulk</u></li> <li>f. <u>is designed to recognise CPTED principles, including surveillance, effective lighting, management of public areas and boundary;</u></li> <li>g. <u>incorporates landscaping to increase amenity values, especially within surface car parking areas; and</u></li> <li>h. <u>provides safe, legible, and efficient access for all transport users.</u></li> </ol> </li> </ol>
<p><u>DEV-O-MCD3</u></p>	<p><u>Lighting</u></p> <ol style="list-style-type: none"> <li>1. <u>Whether the lighting is necessary for operational or functional purposes.</u></li> <li>2. <u>Adverse effects on the amenity, well-being, health and safety of people.</u></li> <li>3. <u>The extent to which light spill or glare may impact on activities occurring on an adjoining property.</u></li> </ol>
<p><u>DEV-O-MCD4</u></p>	<p><u>Fencing</u></p> <ol style="list-style-type: none"> <li>1. <u>The extent to which alternative forms of fencing are in accordance with the <b>Ohoka design guidelines</b>.</u></li> </ol>

DEV-O-MCD5	<u>Roofs</u> 1. <u>The extent to which alternative roof colours adversely affect the visual amenity of the surrounding environment.</u>
DEV-O-MCD6	<u>Minor road infrastructure upgrades</u> 1. <u>Whether and to what extent minor works are required to carriageways and roadside hazards, including roadside signage and/or line markings and/or pedestrian and cycle infrastructure, on Whites and Bradleys roads (on the stretches between Tram Road to Mill Road), Mill Road (where impacted by the development) and Threlkelds Road based on the findings of a traffic engineering assessment undertaken in consultation with the District Council.</u>
DEV-O-MCD7	<u>Transport network effects</u> 1. <u>The actual or potential adverse effects on the transport system arising from the anticipated trip generation (for all transport modes) from the proposed activity, particularly relating to safety and efficiency effects, including consideration of cumulative effects with other activities in the vicinity.</u>

## **Appendix**

### **DEV-O-APP1 – Ōhoka Outline Development Plan**

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

#### **Land Use Plan**

The Development Area shall achieve a minimum net density of 12 households per hectare, averaged over the Settlement zoned land. The zone framework supports a variety of site sizes to achieve this minimum density requirement. Staging is required to ensure the Development Area develops in a logical and appropriate manner in recognition of the current urban form of Ōhoka. In general, staging will proceed from the Mill Road end towards the southwest. Ōhoka Stream forms the first line of containment, the realigned and naturalised spring channel forms the second line, Ōhoka South Branch the third, and Landscape Treatment B the last.

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



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

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

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

Residential. **The Ōhoka design guidelines and development controls specific to the Development Area will ensure the retention of** ~~Development shall retain existing the green open~~ characteristics of the Ōhoka settlement, particularly within the street environments and along property boundaries. ~~Development controls and design guidelines specific to the Development Area shall be prepared and submitted to Council for approval.~~ The overarching purpose of the guidelines ~~would be~~ **is** to ensure development is of the quality and character required to ~~main~~**retain** the **dominant** ~~existing~~ characteristics of Ōhoka. The guidelines **will** 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** ~~all development including~~ built form, fencing/walls, ~~landscaping~~ **planting, streetscape, and parking.** ~~The guidelines also provide the basis for built form standards DEV-O-BFS1 to DEV-O-BFS4. , and public spaces~~ **The guidelines have the following design objectives and shall cover (without being limited to) the following matters:**

**Context and character:**

Ensuring that design of development (especially landscaping and fencing) 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:**

Ensuring 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.

**Residential amenity:**

Ensuring good access to sunlight, privacy, and provision of useable outdoor living areas:

**Built form and appearance:**

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

Ensuring that the design of buildings minimises visual bulk.

**Access, parking and servicing:**

Ensuring good access and integration of space for parking and servicing, and

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

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

**Safety:**

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

**Stormwater:**

Ensuring that appropriate provision is made for 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:**

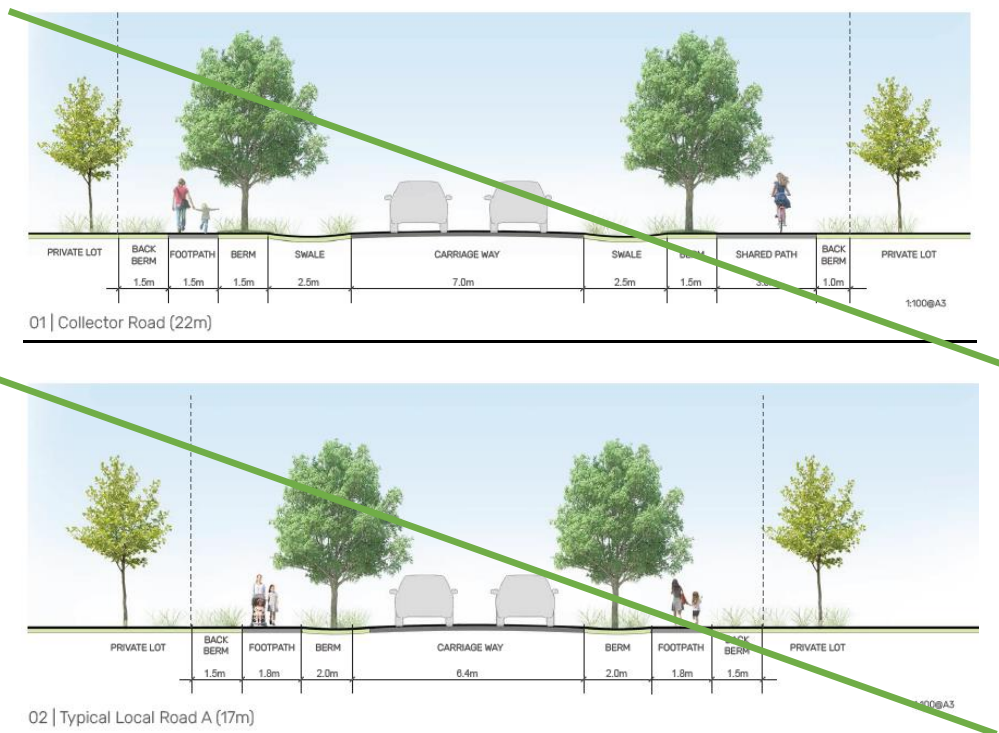
Ensuring the incorporation of environmental efficiency measures in the design.

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' professions (such as architects, urban designers and landscape architects) selected from a Council approved list. These experts would review and certify approve proposals relating to demonstrate compliance with 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. Indicative cross-sections of the street types are shown in Figure 1:



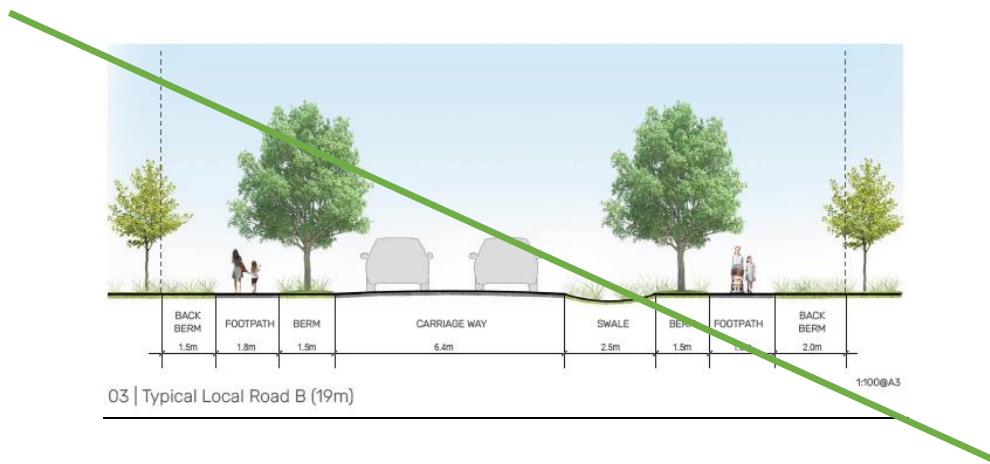


Figure 1: Indicative road cross-sections

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

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

Trees in the road reserve will assist in reducing the perceived width of the road corridors and provide a sense of scale. Further, the street trees will break up the roof lines of the denser areas and provide shade and texture. The trees may be located between carriageway and footpaths on larger roads, and closer to the carriageway on smaller roads. Swales will also assist in softening the road appearance, along with providing stormwater treatment. Aside from the functional aspects, the different street environments will significantly contribute to

differentiating the Development Area from the typical suburban character found in the main centres of the District.

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

The following transport network upgrades are required to accommodate growth and traffic from the Development Area as per Rule DEV-O-S4 (noting that the 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 capacity upgrade, and
- Tram Road Safety Improvements as included in the Waimakariri District Long Term Plan 2024-2034 with any required amendments in response to additional traffic from the Development Area.

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

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

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

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

## **Public Transport**

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

- Connects tightly with Christchurch express 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 Ohoka.

An appropriate legal mechanism shall be established to ensure the implementation and ongoing delivery of the service shall be provided 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 (DEV-O-S1) 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, and a requirement (DEV-O-BFS2) for at least 15% of site area to be planted in native vegetation on larger properties.

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

### **Water and Wastewater Network**

Water reticulation is to be provided by the establishment of a new community drinking water scheme. A site of approximately 1,000m<sup>2</sup> will be provided within the Development Area for water supply headworks infrastructure including treatment plant, storage reservoirs and reticulation pumps. Fire-fighting flows to FW2 standards will be provided for Settlement and Local Centre zoned properties. Hydrants will be provided for emergency requirements within the Large Lot Residential Zone, in a similar manner to the neighbouring Mandeville and Ohoka areas.

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

### **Open Space, Recreation and Stormwater Management**

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

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

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

The proposed green and blue network provides an opportunity to create ecological corridors. Plant species in the new reserves and riparian margins shall include native tree and shrub plantings. The plant species selection process shall involve consultation with local



rūnanga. The green network will ensure that buildings are setback an appropriate distance from waterbodies.

### **Character and amenity through landscape and design**

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

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

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

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

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

#### *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 ~~15~~20m building setback, consistent with setbacks required in the adjacent Rural Lifestyle Zone.

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

- Griselinia littoralis, Broadleaf;
- Cordyline australis, Ti kouka;
- Pittosporum tenuifolium, Kohuhu;



- Podocarpus totara, Totara;
- Phormium tenax, Flax;
- Dacrycarpus dacrydioides, Kahikatea;
- Sophora microphylla, SI Kowhai;
- Korokia species; and
- Cortaderia richardii, SI Toetoe.

### Landscape Treatment B

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

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

### Landscape Treatment C

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

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

### Approval, Implementation and Maintenance

All proposed planting within Landscape Treatments A, B and C and the green and blue networks will be subject to Council approval. A landscape management plan shall be developed to ensure a successful outcome and provided for approval at Engineering.

Approval Stage. The plan will provide direction on the establishment of planting, weed and pest control, replacement planting, irrigation and maintenance. The landscape maintenance period shall extend for five years following implementation.

### **The National Grid**

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

#### *Consultation*

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

#### *Planting and maintenance of landscaping beneath the National Grid*

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

### **Water Bodies and Freshwater Ecosystems**

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

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

- a. Include an assessment by a suitably qualified and experienced practitioner that:
  - i. Provides the results of groundwater and spring water level and spring flow monitoring across the site to inform the construction methodologies that are applied in different parts of the site; and
  - ii. Specifies construction measures to ensure that shallow groundwater is not diverted away from its natural flow path for those areas where the shallow groundwater (in water bearing 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 Ohoka Stream and Groundwater Seep origin.
    - 15 metres from Northern and Southern Spring Channel and South Ohoka 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 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.

**DEV-O-APP1 Ōhoka Outline Development Plan [INSERT THE ODP GRAPHIC]**

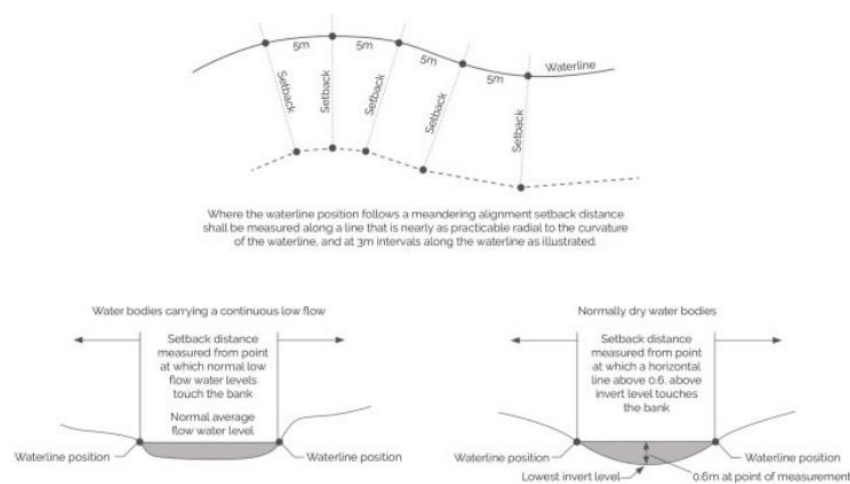
**APPENDIX B – REVISED PROVISIONS (CLEAN VERSION)**

The submitter proposes the following changes to the Proposed Plan:

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

## Figure NATC-1: Interpretation of banks of water bodies

### AMEND s42A RECOMMENDED INTERPRETATION



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

Normal ~~average~~ low flow water level

## SETZ - Settlement Zone

### Introduction

#### AMEND INTRODUCTORY TEXT

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

## Objectives

PROPOSED AMENDMENT TO OBJECTIVE SETZ-O1 DELETED

## Activity Rules

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

<b>SETZ-R15 Health care facility</b> <i>This rule does not apply within the Ōhoka Settlement Zone</i>	
<b>Activity Status: PER</b>  Where: <ol style="list-style-type: none"><li>1. the activity shall only be located on sites with frontage and the primary entrance to a strategic road, arterial road or collector road;</li><li>2. the maximum GFA of building occupied by the educational facility shall be 200m<sup>2</sup>;</li><li>3. the hours of operation when the site is open to visitors, patients, clients, and deliveries shall be between the hours of 7:00am – 6:00pm Monday to Saturday;</li><li>4. the facility shall not result in more than two non-residential activities within a residential block frontage; and</li><li>5. the facility shall not include the parking or storage of more than one heavy vehicle on the site of the activity.</li></ol>	<b>Activity status where compliance is not achieved: DIS</b>
<b>SETZ-R17 Convenience activity</b> <i>This rule does not apply within the Ōhoka Settlement Zone</i>	
<b>Activity Status: PER</b>  Where: <ol style="list-style-type: none"><li>1. the maximum GFA of building occupied by the neighbourhood convenience retail activity shall be 75m<sup>2</sup>.</li></ol>	<b>Activity status where compliance is not achieved: DIS</b>

**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
2. the maximum GFA of building occupied by the veterinary facility shall be 200m<sup>2</sup>.

**Activity status where compliance is not achieved: DIS**

**SETZ-R19 Food and beverage outlet**

*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
2. the maximum GFA of building occupied by the food and beverage outlet shall be 200m<sup>2</sup>.

**Activity status where compliance is not achieved: DIS**

**SETZ-R20 Supermarket**

*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
2. the maximum GFA of building occupied by the supermarket shall be 400m<sup>2</sup>.

**Activity status where compliance is not achieved: DIS**



**SETZ-R22 Retirement village**

*This rule does not apply within the Ōhoka Settlement Zone.*

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

[AMEND RULES LCZ-R4, LCZ-R21 & LCZ-R22](#)

<b>LCZ-R4 Retail activity</b>	
<p><b>Activity Status: PER</b></p> <p>Where:</p> <ol style="list-style-type: none"> <li>1. the floor area of the activity shall be within the following maximum GFA limits: <ol style="list-style-type: none"> <li>a. within Woodend there is no limit;</li> <li>b. for Mandeville <u>and Ōhoka</u>, the maximum gross retail area for all retail activities in <u>each</u> the zone shall be 2700m<sup>2</sup>;</li> <li>c. for all other sites the activity shall be a maximum of 300m<sup>2</sup> GFA.</li> </ol> </li> </ol>	<p><b>Activity status where compliance is not achieved: RDIS</b></p> <p><b>Matters of discretion are restricted to:</b></p> <p>CMUZ-MD11 - Residential development CMUZ-MD12 - Commercial activity distribution</p>

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

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

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

## **Advisory note**

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

## **Objectives**

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

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

## **Activity Rules**

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

<p>1. <u>the activity is certified by a qualified expert on a Council approved list as being in accordance with the <b>Ōhoka design guidelines</b>.</u></p> <p><b><u>Matters of control are restricted to:</u></b> DEV-O-MCD1 – Design considerations</p> <p><u>Certification shall include sufficient detail to demonstrate how the activity accords with the design guidelines.</u></p>	<p><b><u>Matters of discretion are restricted to:</u></b> DEV-O-MCD1 – Design considerations</p> <p><b><u>Notification</u></b> <u>An application for a restricted discretionary activity under this rule is precluded from being publicly or limited notified.</u></p>
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<p><b><u>DEV-O-R2 Buildings, structures, development, and landscaping within the Local Centre Zone</u></b></p>	
<p><b><u>Activity Status: RDIS</u></b></p> <p>Where:</p> <p>1. <u>any building or addition is greater than 450m<sup>2</sup> GFA.</u></p> <p><b><u>Matters of discretion are restricted to:</u></b> DEV-O-MCD2 – Urban design</p> <p><b><u>Notification</u></b> <u>An application for a restricted discretionary activity under this rule is precluded from being publicly or limited notified.</u></p>	<p><b><u>Activity status where compliance is not achieved: N/A</u></b></p>
<p><b><u>Advisory Note</u></b></p> <ul style="list-style-type: none"> <li><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></li> </ul>	

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

<b>DEV-O-R4 Educational facility within the Education Overlay</b>	
<p><b>Activity Status: CON</b></p> <p>Where:</p> <ol style="list-style-type: none"> <li>the activity is certified by a qualified expert on a Council approved list as being in accordance with the <b>Ōhoka design guidelines</b>.</li> </ol> <p><b>Matters of control are restricted to:</b> DEV-O-MCD1 – Design considerations</p> <p>Certification shall include sufficient detail to demonstrate how the activity accords with the design guidelines.</p>	<p><b>Activity status where compliance is not achieved: RDIS</b></p> <p><b>Matters of discretion are restricted to:</b> DEV-O-MCD1 – Design considerations</p> <p><b>Notification</b> An application for a restricted discretionary activity under this rule is precluded from being publicly or limited notified.</p>

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

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

<b>DEV-O-R7 Subdivision</b>	
<b>Activity Status: RDIS</b>	<b>Activity status where compliance is not achieved: N/A</b>
<b>Matters of discretion are restricted to:</b> DEV-O-MCD5 – Minor road infrastructure upgrades	
<b>Notification</b> An application for a restricted discretionary activity under this rule is precluded from being publicly or limited notified.	

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

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

### **Development Area Standards**

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

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

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

**DEV-O-S4 Road infrastructure upgrades**

1. The following road infrastructure upgrades (as detailed in DEV-O-APP1) shall be completed prior to issue of a completion certificate under section 224 of the RMA (other than for a boundary adjustment or creation of an allotment solely for utility purposes) for any subdivision of the Development Area:
  - a. a roundabout at the Flaxton Road / Threlkelds Road intersection with associated changes in priority at the Mill Road / Threlkelds Road intersection.
  - b. a roundabout at the Whites Road / Tram Road intersection.
  - c. a roundabout at the Bradleys Road / Tram Road intersection.
  - d. improvements at the Tram Road / State Highway 1 interchange, to increase the capacity for right turning traffic onto the south bound on-ramp, and
  - e. road widening of Tram Road between Bradleys Road and Jacksons Road, and
  - f. Tram Road safety improvements as included in the Waimakariri District Long Term Plan 2024-2034 with any required amendments in response to additional traffic from the Development Area.

**Activity status when compliance not achieved: RDIS**

**Matters of discretion are restricted to: DEV-O-MCD7 – Transport network effects**

**DEV-O-S5 Public transport**

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

**Activity status when compliance not achieved: NC**



<p><u>new residential unit constructed within the Development Area.</u></p> <p>2. <u>Prior to issue of a completion certificate under section 224 of the RMA (other than for a boundary adjustment or creation of an allotment solely for utility purposes) for any subdivision of the Development Area, a bond shall be entered into with Council to the value of 100% of the cost to deliver the service required by DEV-O-S4.1. The bond shall be held for 10 years from commencement of the proposed service with 5% of its value progressively released at six monthly intervals.</u></p> <p><u>This rule shall no longer apply should the Canterbury Regional Council elect to provide a public transport service to Ōhoka.</u></p>	
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<b><u>DEV-O-S6 Greenhouse gas reduction in residential zones</u></b>	
<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"> <li>a. <u>LPG connections and use is prohibited except for outdoor barbeque use,</u></li> <li>b. <u>all residential units are fitted with electric vehicle charging facilities, and</u></li> <li>c. <u>all residential units include solar power generation.</u></li> </ul>	<p><b><u>Activity status when compliance not achieved: NC</u></b></p>

<b><u>DEV-O-S7 Provision of retail activities</u></b>	
<p>1. <u>No more than 250 residential allotments shall be created within the Development Area until at least 800m<sup>2</sup> GFA of retail activity is established within the Ōhoka Local Centre Zone.</u></p>	<p><b><u>Activity status when compliance not achieved: DIS</u></b></p>

**Development Area Built Form Standards**

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

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

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

<b>DEV-O-BFS4 Roof colour in residential zones</b>	
<ol style="list-style-type: none"> <li>1. <u>All roofing shall be coloured in the range of browns, greens, greys or black, with a light reflectivity value below 35%.</u></li> </ol>	<p><b><u>Activity status when compliance not achieved: RDIS</u></b></p> <p><b><u>Matters of discretion are restricted to:</u></b> DEV-O-MCD5 – Roofs</p> <p><b><u>Notification</u></b> An application for a restricted discretionary</p>

	activity under this rule is precluded from being publicly or limited notified.
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**DEV-O-BFS5 Height in the Local Centre Zone**

1. <u>The maximum height of any building, calculated as per the height calculation, shall be 8m above ground level.</u>	<b><u>Activity status when compliance not achieved: DIS</u></b>
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**DEV-O-BFS6 Outdoor lighting in the Development Area**

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

**Matters of Control and Discretion**

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

	h. <u>provides safe, legible, and efficient access for all transport users.</u>
DEV-O-MCD3	<u>Lighting</u> <ol style="list-style-type: none"> <li>1. <u>Whether the lighting is necessary for operational or functional purposes.</u></li> <li>2. <u>Adverse effects on the amenity, well-being, health and safety of people.</u></li> <li>3. <u>The extent to which light spill or glare may impact on activities occurring on an adjoining property.</u></li> </ol>
DEV-O-MCD4	<u>Fencing</u> <ol style="list-style-type: none"> <li>1. <u>The extent to which alternative forms of fencing are in accordance with the <b>Ohoka design guidelines</b>.</u></li> </ol>
DEV-O-MCD5	<u>Roofs</u> <ol style="list-style-type: none"> <li>1. <u>The extent to which alternative roof colours adversely affect the visual amenity of the surrounding environment.</u></li> </ol>
DEV-O-MCD6	<u>Minor road infrastructure upgrades</u> <ol style="list-style-type: none"> <li>1. <u>Whether and to what extent minor works are required to carriageways and roadside hazards, including roadside signage and/or line markings and/or pedestrian and cycle infrastructure, on Whites and Bradleys roads (on the stretches between Tram Road to Mill Road), Mill Road (where impacted by the development) and Threlkelds Road based on the findings of a traffic engineering assessment undertaken in consultation with the District Council.</u></li> </ol>
DEV-O-MCD7	<u>Transport network effects</u> <ol style="list-style-type: none"> <li>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></li> </ol>

## **Appendix**

### **DEV-O-APP1 – Ōhoka Outline Development Plan**

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

#### **Land Use Plan**

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

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

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

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

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

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

The **Ōhoka design guidelines** and development controls specific to the Development Area will ensure the retention of the green open characteristics of the Ōhoka settlement, particularly within the street environments and along property boundaries. The overarching purpose of the guidelines is to ensure development is of the quality and character required to retain the dominant characteristics of Ōhoka. The guidelines apply to subdivision and public realm within the Development Area and key activities including the village centre, school, retirement village and polo facility covering matters such as built form, fencing/walls, planting, streetscape, and parking. The guidelines also provide the basis for built form standards DEV-O-BFS1 to DEV-O-BFS4. The guidelines have the following design objectives:

**Context and character:**

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

Promote generous planting of trees and native vegetation.

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

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

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

**Relationship to the street, public open spaces and neighbours:**

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

**Built form and appearance:**

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

Ensure that the design of buildings minimises visual bulk.

**Access, parking and servicing:**

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

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

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

**Safety:**

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

**Stormwater:**

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

**Sustainability:**

Ensure the incorporation of environmental efficiency measures in the design.

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

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

## **Movement Network**

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

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

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

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

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

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

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

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

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

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

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



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

### **Public Transport**

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

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

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

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

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

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

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

## **Supporting reductions in greenhouse gas emissions**

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

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

## **Water and Wastewater Network**

Water reticulation is to be provided by the establishment of a new community drinking water scheme. A site of approximately 1,000m<sup>2</sup> will be provided within the Development Area for water supply headworks infrastructure including treatment plant, storage reservoirs and reticulation pumps. Fire-fighting flows to FW2 standards will be provided for Settlement and Local Centre zoned properties. Hydrants will be provided for emergency requirements within the Large Lot Residential Zone, in a similar manner to the neighbouring Mandeville and Ōhoka areas.

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

## **Open Space, Recreation and Stormwater Management**

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

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

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

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

### **Character and amenity through landscape and design**

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

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

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

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

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

#### Landscape Treatment A

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

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

- Griselinia littoralis, Broadleaf;

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

### Landscape Treatment B

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

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

### Landscape Treatment C

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

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

### Approval, Implementation and Maintenance

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

### **The National Grid**

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

### Consultation

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

### Planting and maintenance of landscaping beneath the National Grid

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

### **Water Bodies and Freshwater Ecosystems**

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

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

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

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

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

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

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

### **Cultural**

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

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

### **Detailed Site Investigation**

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

**Ōhoka Outline Development Plan** *[\[INSERT THE ODP GRAPHIC\]](#)*