

## Abbreviations

AADT	Annual average daily traffic
ACSMP	Archaeological and Cultural Sites Management Plan <b>(Waka Kotahi NZ Transport Agency Woodend Bypass designation)</b>
AEP	Annual exceedance probability
ASW-MD1	Houseboats <ol style="list-style-type: none"> <li>1. The extent to which the houseboat compromises the use of the surface of water for other users.</li> <li>2. The extent to which the houseboat has been designed to be navigated on a water body.</li> <li>3. The extent to which the houseboat compromises existing public access to the Kaiapoi River.</li> <li>4. The extent to which amenity values, ecological, cultural or recreational values, including any natural character values associated with the Kaiapoi River are compromised.</li> </ol>
BPO	Best Practicable Option
CAG	Cultural Advisory Group <b>(Waka Kotahi NZ Transport Agency Woodend Bypass designation)</b>
CAQMP	Construction Air Quality Management Plan <b>(Waka Kotahi NZ Transport Agency Woodend Bypass designation)</b>
CARP	Canterbury Air Regional Plan
CBR	California Bearing Ratio <b>(Waka Kotahi NZ Transport Agency Woodend Bypass designation)</b>
CE-MD1	Buildings and structures <ol style="list-style-type: none"> <li>1. The extent of indigenous vegetation clearance.</li> <li>2. Measures to minimise any adverse effects on sensitive habitats such as dunes, rivers, lakes or wetlands.</li> <li>3. The extent to which the proposal will integrate into, and be sympathetic to the landscape, including the scale, form, design and finish (materials) proposed and mitigation measures such as planting.</li> <li>4. Mitigation measures to minimise the tsunami risk to people and property.</li> <li>5. The extent to which the proposal would compromise existing public access to the CMA.</li> <li>6. The use of natural elements such as landforms and vegetation within the site to mitigate the visibility of the proposal.</li> <li>7. Where Te Ngāi Tūāhuriri Rūnanga has been consulted, the outcome of that consultation, and how the development or activity responds to, or incorporates the outcome of that consultation.</li> </ol>
CESMP	Construction Environmental and Social Management Plan <b>(Waka Kotahi NZ Transport Agency Woodend Bypass designation)</b>
CGRA	Greater Christchurch Regeneration Act 2016
CMA	Coastal marine area

<p>CMUZ-MD1</p>	<p>Trade suppliers and yard based suppliers</p> <ol style="list-style-type: none"> <li>1. The extent to which the activity adversely affects the function or capacity of the zone to provide primarily for commercial and community activities.</li> <li>2. Any benefits from a trade or yard-based supplier providing a buffer between commercial activities and any adjacent industrial zones.</li> <li>3. The extent of any adverse effects on the amenity and visual streetscape values of the commercial centre or zone, especially where the site has frontage to a Principal Shopping Street.</li> <li>4. The extent to which the activity generates traffic and amenity effects that impact on the day to day operation and amenity of the commercial centre or zone.</li> </ol>
<p>CMUZ-MD10</p>	<p>Acoustic insulation</p> <ol style="list-style-type: none"> <li>1. The extent to which a reduced level of acoustic insulation may be acceptable due to mitigation of adverse noise impacts through other means, e.g. screening by other structures, or distance from noise sources.</li> <li>2. The effectiveness of any alternative acoustic insulation technology or materials.</li> <li>3. The provision of a report from an acoustic specialist which provides evidence that the level of acoustic insulation is appropriate to ensure the amenity of present and future residents of the site.</li> <li>4. Any reverse sensitivity effects on existing or future permitted business activities to operate or establish without undue constraint from residential accommodation that does not provide the required noise insulation.</li> <li>5. The location of any nearby business activities and the degree to which the amenities of the sensitive activities may be adversely affected.</li> </ol>
<p>CMUZ-MD11</p>	<p><b>Residential development</b></p> <ol style="list-style-type: none"> <li>1. In relation any to ground floor habitable room in the Town, Local and Neighbourhood Centre zone:             <ol style="list-style-type: none"> <li>a. the extent to which any residential or visitor accommodation ground floor habitable room adversely affects the function of the zone to provide for primarily commercial activities;</li> <li>b. the extent to which any residential or visitor accommodation ground floor habitable room does not adversely affect the capacity of the zone to accommodate future demand for commercial and community activities;</li> <li>c. the extent to which the building frontages will deliver a visually interesting and high amenity streetscape for pedestrians;</li> <li>d. the extent of any effects on the continuity of shopping frontages; and</li> <li>e. the extent to which an acceptable level of residential amenity and privacy can be provided to future occupants of residential ground floor habitable room.</li> </ol> </li> <li>2. In relation to minimum unit size, the extent to which:             <ol style="list-style-type: none"> <li>a. the floor space available and the internal layout represents a viable residential unit that would support appropriate amenity values of current and future occupants and the surrounding neighbourhood;</li> <li>b. other onsite factors compensate for a reduction in unit sizes e.g. communal facilities;</li> </ol> </li> </ol>

	<ul style="list-style-type: none"> <li>c. the balance of unit mix and unit sizes within the overall development is such that a minor reduction in the area of a small percentage of the overall units may be warranted;</li> <li>d. the units are to be a part of a development delivered by the Crown of the Council as a social housing provider and have been specifically designed to meet atypical housing needs; and</li> <li>e. nature and duration of activities proposed may warrant a reduced unit size to operate e.g. very short term duration.</li> </ul> <p>3. In relation to storage space:</p> <ul style="list-style-type: none"> <li>a. the extent to which the reduction in storage space will adversely affect the functional use of the residential unit and the amenity of neighbouring sites, including public spaces; and</li> <li>b. the extent to which adequate and accessible space is provided on the site for the storage of waste and recycling bins, bicycles and clothes drying facilities are provided on the site.</li> </ul> <p>4. In relation to outdoor living space:</p> <ul style="list-style-type: none"> <li>a. the extent to which the reduction in outdoor living space will adversely affect the ability of the site to provide an appropriate level of amenity and meet outdoor living needs of likely future residents.</li> </ul> <p>5. In relation to any proposed non-residential activities:</p> <ul style="list-style-type: none"> <li>a. the extent to which the activity will adversely affect residential amenity values, including consideration of:             <ul style="list-style-type: none"> <li>i. character, duration, scale and intensity;</li> <li>ii. hours of operation;</li> <li>iii. noise from patrons onsite and those arriving and leaving;</li> <li>iv. traffic generation and vehicle movements, including servicing vehicles; and</li> <li>v. any proposed measures that mitigate adverse effects by means such as the provision of screening, buffer areas, local topography, site layout (including location of point of sale) or operational practices.</li> </ul> </li> </ul> <p>6. In relation to the Mixed-Use Zone:</p> <ul style="list-style-type: none"> <li>a. the extent to which the proposal is consistent with the vision, goals or objectives of the Kaiapoi Town Centre Plan 2028 and Beyond;</li> <li>b. the extent to which the proposal supports regeneration and provides a high level of amenity;</li> <li>c. the extent to which the majority of the ground floor includes commercial activities that support vibrancy and visual interest;</li> <li>d. the extent to which the majority of the ground floor includes commercial activities that support vibrancy and visual interest;</li> <li>e. the extent to which the proposal involves a design that enables conversion of the buildings to commercial activities, especially the ground floor; and</li> <li>f. the extent to which the proposal contributes to achieving a mix of uses within the regeneration area.</li> </ul>
<p>CMUZ-MD12</p>	<p>Commercial activity distribution</p> <ul style="list-style-type: none"> <li>1. If a Local Centre, the extent to which the activity adversely affects the role, function and capacity of the nearest Town Centre to provide for primarily commercial and community activities.</li> </ul>

	<ol style="list-style-type: none"> <li>2. If a Neighbourhood Centre, the extent to which the activity adversely affects the role, function and capacity of the nearest Town and Local Centre to provide for primarily commercial and community activities.</li> <li>3. Any adverse effects on the amenity values and streetscape of the site, especially where sites have frontage to a principal shopping street.</li> <li>4. Effects, including traffic generation, that affect daily operation and amenity of the nearest town centre.</li> </ol>
CMUZ-MD13	<p>Rail boundary setback</p> <ol style="list-style-type: none"> <li>1. The extent to which the reduced setback will compromise the safe and efficient functioning of the rail network, including rail corridor access and maintenance.</li> </ol>
CMUZ-MD14	<p>Kaiapoi large format retail</p> <ol style="list-style-type: none"> <li>1. Any effects of the location and species of tree planting in relation to: <ol style="list-style-type: none"> <li>a. public water supply and stormwater infrastructure; and</li> <li>b. the effectiveness of tree planting in enhancing the character and amenity of the streetscape and boundaries.</li> </ol> </li> <li>2. The extent to which any stormwater management area, including margins and plantings is designed and managed to fully drain as quickly as possible after a rainfall event and to avoid attracting bird species that are a hazard to aircraft.</li> <li>3. The extent to which the departure from the ODP will result in adverse or positive outcomes.</li> <li>4. For all other matters, the extent of any adverse impacts on amenity values of the site and adjacent sites.</li> </ol>
CMUZ-MD15	<p>Kaiapoi regeneration areas</p> <ol style="list-style-type: none"> <li>1. The extent to which the departure from the layout in the ODP is appropriate, taking into account: <ol style="list-style-type: none"> <li>a. the vision, objectives and principles expressed in the Kaiapoi Town Centre Plan 2028 and Beyond; and</li> <li>b. any actual or potential impact on the delivery of integrated infrastructure including road, pedestrian/cycle ways, water, wastewater, stormwater and open space across the whole ODP area.</li> </ol> </li> </ol>
CMUZ-MD16	<p>Building coverage</p> <ol style="list-style-type: none"> <li>1. The extent to which a greater building coverage: <ol style="list-style-type: none"> <li>a. provides an adequate area for site access, manoeuvring, and other activities;</li> <li>b. affects the amenity values of the adjoining sites or public spaces due to the visual dominance and/or scale of development; and</li> <li>c. is mitigated through the provision of landscaping/screening.</li> </ol> </li> </ol>
CMUZ-MD17	<p>Mandeville North Business Area</p> <ol style="list-style-type: none"> <li>1. In the Mandeville North Business Area: <ol style="list-style-type: none"> <li>a. the quality of building design, architectural features and details, use of colour and building materials;</li> <li>b. the extent to which tree planting and landscaping achieves a high quality outcome and mitigates adverse visual effects, amenity effects and scale of business activities;</li> <li>c. the location of buildings, outdoor storage and loading areas and carparking and its design in relation to adjoining reserves and roads;</li> </ol> </li> </ol>

	<ul style="list-style-type: none"> <li>d. the extent to which any signs within the building is integrated with buildings’ architectural detail;</li> <li>e. the extent to which the principles of CPTED are incorporated into any development;</li> <li>f. effects on the amenity values of the surrounding residential zones and rural zones;</li> <li>g. effects on the safe and efficient functioning of Tram Road and onsite vehicle circulation to discourage through traffic within the zone, including traffic calming measures;</li> <li>h. methods to prevent adverse traffic impacts on the function, safety and use of Tram Road from right turn manoeuvres into and out of the zone and the eastern service entrance;</li> <li>i. methods to ensure that the eastern service access is only used as an entrance from Tram Road; and</li> <li>j. standard of construction of roads, service lanes and accessways.</li> </ul>
<p>CMUZ-MD18</p>	<p>Parking lots and parking buildings</p> <ul style="list-style-type: none"> <li>1. The extent to which proposed parking dominates the streetscape, disrupts active frontages and pedestrian circulation;</li> <li>2. The extent to which the parking undermines the centre's ability to accommodate activity at ground floor level, contributing to an active built frontage and viable centre;</li> <li>3. Any adverse effects of vehicle access points and traffic movements on the safe and efficient operation of the transport system;</li> <li>4. The extent to which the location and design of the parking access and manoeuvring areas support pedestrian and cyclist safety; and</li> <li>5. Any adverse effects of the parking/access points on adjoining zones and the extent of mitigation available.</li> </ul>
<p>CMUZ-MD2</p>	<p>Drive through restaurants and service stations</p> <ul style="list-style-type: none"> <li>1. The extent to which the intensity and scale of the development, including consideration of the numbers of people and/or vehicles using the site, adversely effects of the amenity values of the surrounding area, and any practicable mitigation measures to manage those effects.</li> <li>2. The effects of the design and location of landscaping, parking areas and vehicles access on visual amenity of the streetscape and pedestrian safety.</li> <li>3. The effects of location, design and management of buildings, including storage and servicing facilities, on the amenity values of nearby residential properties, including potential visual effects and any night time noise effects.</li> </ul>
<p>CMUZ-MD3</p>	<p>Urban design</p> <ul style="list-style-type: none"> <li>1. The extent to which the development:             <ul style="list-style-type: none"> <li>a. recognises and reinforces the centre’s role, context, and character, including any natural, historic heritage or cultural assets;</li> <li>b. promotes active engagement with, and contributes to the vibrancy and attractiveness of, any adjacent streets, lanes or public spaces;</li> <li>c. takes account of nearby buildings in respect of the exterior design, architectural form, scale and detailing of the building;</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>d. provides a human scale and minimises building bulk while having regard to the functional requirements of the activity;</li> <li>e. is designed to recognise CPTED principles, including surveillance, effective lighting, management of public areas and boundary;</li> <li>f. incorporates landscaping to increase amenity values, especially within surface car parking areas;</li> <li>g. provides safe, legible, and efficient access for all transport users; and</li> <li>h. where relevant, has regard to the objectives of any Town Centre Master Plan to support their recovery, long term growth and a high level of amenity.</li> </ul>
<p>CMUZ-MD4</p>	<p>Height in relation to boundary</p> <ol style="list-style-type: none"> <li>1. The effect of any reduced sunlight admission on properties in adjoining residential, rural and open space and recreation zones, taking account of the extent of overshadowing, the intended use of spaces, and for residential properties, the position of outdoor living spaces or main living areas in buildings.</li> <li>2. The effect of reduced sunlight admission to the street and the extent of any visual overbearing and obtrusiveness from the recession plane intrusion on the street.</li> <li>3. The effect on privacy of residents and other users in the adjoining site.</li> <li>4. The scale of building and its effects on the character of any adjoining residential zones.</li> <li>5. The effects of any landscaping and trees proposed within the site, or on the boundary of the site in mitigating adverse visual effects.</li> <li>6. The effect on outlook from adjoining sites.</li> <li>7. The extent to which the recession plane breach and associated effects reflect the functional requirements of the activity and whether there are alternative practical options for meeting the functional need in a compliant manner.</li> </ol>
<p>CMUZ-MD5</p>	<p>Internal boundary setback</p> <ol style="list-style-type: none"> <li>1. The scale and height of buildings within the reduced setback and their impact on the visual outlook of residents and users on the adjoining residential zones or open space and recreation zones.</li> <li>2. The extent to which buildings in the setback enable better use of the site and improve amenity values along more sensitive boundaries elsewhere on the site.</li> <li>3. The proposed use of the setback, the visual and other effects of this use and whether a reduced setback and the use of that setback achieves a better amenity outcome for residential neighbours.</li> </ol>
<p>CMUZ-MD6</p>	<p>Internal boundary landscaping</p> <ol style="list-style-type: none"> <li>1. The extent of visual effects of outdoor storage and car parking areas, or buildings (taking account of their scale and appearance), as a result of reduced landscaping.</li> <li>2. The extent to which any reduction in landscaping or screening within the setback adequately mitigates the visual dominance of buildings.</li> <li>3. The extent to which the site is visible from adjoining sites in any residential or open space and recreation zones and the likely consequences of any reduction in landscaping or screening on the amenity values and privacy of those sites.</li> </ol>

<p>CMUZ-MD7</p>	<p>Road boundary setback, glazing and verandah</p> <ol style="list-style-type: none"> <li>1. The extent to which the activity:             <ol style="list-style-type: none"> <li>a. provides for continuity of façades and verandah coverage along the street frontage;</li> <li>b. provides visual interest appropriate to the context and character of the site and surrounds;</li> <li>c. incorporates architectural variation into the façade and building form to provide interest and to break up the bulk of a building;</li> <li>d. provides for main entrances, verandah coverage, openings and display windows onto the street, and maintains clear and visible visual and physical connections between the interior of a building and public spaces;</li> <li>e. provides for functional and quality space for public amenity and accessibility, such as for outdoor dining or retail laneways, and contributes to the functional width of a public footpath, without compromising the overall character of the street frontage and its continuity;</li> <li>f. results in the visual dominance of vehicles through the use of space between the building and the street for car parking, vehicle manoeuvring or loading;</li> <li>g. maintains transport safety through not extending verandahs over the active road carriageway;</li> <li>h. reduces amenity and visual streetscape values, especially where the frontage is to an arterial road or collector road;</li> <li>i. adversely affects the amenity and outlook of residential, rural, or open space and recreation zones;</li> <li>j. presents a visually attractive frontage to the street through the inclusion of glazing, ancillary offices, and retail showrooms in the front façade; and</li> <li>k. mitigates the visual effects of a reduced setback through site frontage landscaping and the character of existing building setbacks in the wider streetscape.</li> </ol> </li> <li>2. For neighbourhood centres only, the extent to which the road is a strategic or arterial road with reduced amenity, and a road setback coupled with landscaping mitigates the adverse amenity effects of the traffic.</li> </ol>
<p>CMUZ-MD8</p>	<p>Road boundary landscaping</p> <ol style="list-style-type: none"> <li>1. The extent to which reduced landscaping results in adverse effects on amenity and visual streetscape values, especially where the frontage is to an arterial road or collector road that has a gateway function to a township.</li> <li>2. The extent of any effects on the outlook and amenity of residential zones or open space and recreation zones from any reduction in landscaping.</li> <li>3. The extent to which the visual effects of reduced landscaping are mitigated through the location of ancillary offices, showrooms, or the display of trade supplier or yard-based goods for sale, along the site frontage.</li> </ol>
<p>CMUZ-MD9</p>	<p>Outdoor storage and waste management</p> <ol style="list-style-type: none"> <li>1. The extent of visual effects on the adjoining site.</li> </ol>

	<ol style="list-style-type: none"> <li>2. The extent to which site constraints and/or the functional requirements of the activity necessitate the location of storage within the required setback.</li> <li>3. The extent of the amenity effects on pedestrians or residential activities generated by the type and volume of materials to be stored.</li> <li>4. The extent to which any proposed landscaping or screening mitigates amenity effects of the outdoor storage.</li> <li>5. The extent of any amenity or traffic impacts from a reduced waste management area or alternative location.</li> </ol>
CNVMP	Construction Noise and Vibration Management Plan <b>(Waka Kotahi NZ Transport Agency Woodend Bypass designation)</b>
Commencement of works	means the time when the first works that are the subject of this designation commence <b>(Waka Kotahi NZ Transport Agency Woodend Bypass designation)</b>
CPT	Cone Penetration Test <b>(Waka Kotahi NZ Transport Agency Woodend Bypass designation)</b>
CPTED	Crime Prevention through Environmental Design
DISTRICT	Waimakariri District
DISTRICT COUNCIL	Waimakariri District Council
DISTRICT PLAN	Waimakariri District Plan
DOC	Department of Conservation
ECO-MD1	<p>Indigenous vegetation clearance</p> <ol style="list-style-type: none"> <li>1. The extent to which the proposal adequately identifies indigenous biodiversity values including whether any naturally occurring species that are threatened, at risk, or reach their national or regional distribution limits in the District, or any naturally uncommon ecosystems listed in ECO-SCHED3 are present and if so, how they will be protected or managed.</li> <li>2. The extent to which the proposal will achieve no net loss of indigenous biodiversity values identified as significant.</li> <li>3. The actual or potential effects on indigenous biodiversity or ecological values, including intrinsic values, expected to occur as a result of the proposal, including those on ecosystem connectivity, function, and integrity and species diversity.</li> <li>4. Any potential for avoiding, remedying, mitigating or otherwise offsetting or compensating for adverse effects on indigenous vegetation and habitats of indigenous fauna.</li> <li>5. Any conditions to ensure obligations in respect of indigenous biodiversity endure, including beyond any changes of ownership (wholly or partially) of the landholding and review of conditions.</li> <li>6. Where the clearance is within an ONL, ONF, SAL, ONC, VHNC, HNC, or any natural character of scheduled freshwater body setback, whether the indigenous vegetation proposed to be cleared contributes to the values of these areas and the degree to which the proposed clearance would adversely affect these values.</li> <li>7. The relevance and quality of a Biodiversity Management Plan, if provided.</li> </ol>



	<ol style="list-style-type: none"> <li>8. The extent of adverse effects on indigenous biodiversity in the coastal environment.</li> <li>9. The extent to which, if any, the health of any indigenous vegetation and/or habitat of indigenous fauna is improved.</li> <li>10. The extent to which, if any, the spatial extent of any indigenous vegetation and/or habitat of indigenous fauna is increased.</li> <li>11. Adverse effects on Ngāi Tahu cultural values including mahinga kai and other customary uses, and access for these purposes.</li> </ol>
ECO-MD2	<p>Species selected for planting</p> <ol style="list-style-type: none"> <li>1. The extent to which the species proposed to be planted will adversely affect the: <ol style="list-style-type: none"> <li>a. ecosystem function and indigenous biodiversity values of the SNA; and</li> <li>b. natural character of the coastal environment.</li> </ol> </li> </ol>
ECO-MD3	<p>Bonus allotment or bonus residential unit</p> <ol style="list-style-type: none"> <li>1. The extent to which the SNA will be protected and restored.</li> <li>2. The adequacy and quality of the information provided with the application as required by Appendix APP2.</li> <li>3. The extent to which the bonus allotment or bonus residential unit may result in conflict and/or reverse sensitivity effects with other activities occurring on adjacent sites.</li> </ol>
ECOP	Waimakariri District Council Engineering Code of Practice
EI-MD1	<p>Historic heritage, culture and the natural environment</p> <ol style="list-style-type: none"> <li>1. The extent of any adverse landscape and visual effects, including cumulative effects, on ONF, ONL and SAL; or on areas of ONC, VHNC or HNC; or on the natural character of scheduled freshwater bodies setbacks; or on the coastal environment.</li> <li>2. The extent to which infrastructure has a functional need or operational need for its location, the practicality of avoidance, and the viability of alternative locations, routes, sites, structures and construction methods.</li> <li>3. The extent of any effects on SNAs or any notable tree and, the nature of any advice provided by an ecologist with respect to SNAs or indigenous vegetation clearance or arborist with respect to notable trees.</li> <li>4. The extent of any social, economic, environmental and cultural benefits.</li> <li>5. The extent of any effects on historic heritage, including consideration of the need to impose an accidental discovery protocol or have a cultural or archaeological monitor present (including the resourcing).</li> <li>6. Outcomes of any consultation undertaken with Te Ngāi Tūāhuriri Rūnanga and Heritage NZ Pouhere Taonga.</li> <li>7. Likely effectiveness of the mitigation proposed, including any cultural or archaeological monitoring.</li> <li>8. Any relevant matter set out in NFL-MD1.</li> </ol>
EI-MD10	<p>Relocation of existing infrastructure</p> <ol style="list-style-type: none"> <li>1. The extent to which the existing alignment or location is within a road corridor and relocation over a greater distance is necessary to ensure the infrastructure remains within the road corridor due to road widening or realignment.</li> </ol>

	<ol style="list-style-type: none"> <li>2. The extent to which relocation over a greater distance is necessary for safety, access, operational need or functional need reasons.</li> <li>3. The extent to which relocation would result in the infrastructure being located in the following areas, and relocation over a greater distance is necessary to avoid or minimise encroachment into such areas: <ol style="list-style-type: none"> <li>a. the root protection area of a notable tree;</li> <li>b. places with heritage values;</li> <li>c. Wāhi Tapu sites; and</li> <li>d. SNAs.</li> </ol> </li> </ol>
EI-MD11	<p>Requirement to provide water supply for firefighting</p> <ol style="list-style-type: none"> <li>1. The extent to which sufficient firefighting water supply is available to ensure the health and safety of the community, including neighbouring sites.</li> <li>2. The suitability of the proposed water supply for fire-fighting purposes (the District Council may obtain a report from the Chief Fire Officer), including the extent of compliance with SNZ PAS 4509:2008 NZ Fire Service Firefighting Water Supplies Code of Practice.</li> </ol>
EI-MD12	<p>National Grid</p> <ol style="list-style-type: none"> <li>1. The extent of any impacts on the operation, maintenance, upgrading and development of the National Grid.</li> <li>2. The risk to the structural integrity of any affected National Grid support structure(s).</li> <li>3. The extent of any impact on the ability of the National Grid owner (Transpower NZ Ltd) to access the National Grid.</li> <li>4. The risk of electrical hazards affecting public or individual safety, and the risk of property damage.</li> </ol>
EI-MD13	<p>Major electricity distribution lines</p> <ol style="list-style-type: none"> <li>1. The extent of any impacts on the operation, maintenance, upgrading and development of the electricity distribution network.</li> <li>2. The risk to the structural integrity of any affected electricity distribution line support structure(s).</li> <li>3. The extent of any impact on the ability of the relevant electricity distribution network operator to access the electricity distribution network.</li> <li>4. The risk of electrical hazards affecting public or individual safety, and the risk of property damage.</li> </ol>
EI-MD14	<p>Extent of effects</p> <ol style="list-style-type: none"> <li>1. The extent of compliance with the relevant standard(s), and the extent of any effects of non-compliance with the relevant standard(s) including cumulative effects.</li> </ol>
EI-MD2	<p>Amenity values, location and design</p> <ol style="list-style-type: none"> <li>1. The practicality and effectiveness of screening the infrastructure.</li> <li>2. For infrastructure attached to other structures, the extent to which the infrastructure is within the visual envelope of an existing structure, and the extent to which the colour and design of the infrastructure corresponds to the existing structure.</li> <li>3. The extent of consideration of the number, size, location and design of any other existing infrastructure in the vicinity.</li> </ol>

	<ol style="list-style-type: none"> <li>4. The extent to which any adverse effects of the infrastructure have been avoided, remedied or mitigated by the route, site and construction method selection.</li> <li>5. The extent to which the location and size of the infrastructure impacts on the ability of people to access any existing facility or activity on the site.</li> </ol>
<p>EI-MD3</p>	<p>Operational considerations</p> <ol style="list-style-type: none"> <li>1. The extent to which the location and scale of structures proposed are necessary to meet the operational need or functional need of the infrastructure.</li> <li>2. The extent to which placing infrastructure underground is unreasonable in terms of technical constraints, additional costs or environmental effects.</li> <li>3. The extent to which there is any risk to, and effects on, the operation, maintenance, upgrading and development of the infrastructure.</li> <li>4. The extent to which buildings, other structures or vegetation obstruct or otherwise adversely affect radiocommunication pathways, either individually or cumulatively, and the extent to which such adverse effects can be avoided, remedied or mitigated.</li> </ol>
<p>EI-MD4</p>	<p>Health and safety</p> <ol style="list-style-type: none"> <li>1. The extent to which the infrastructure will be located in close proximity to any sensitive activity, and the extent of any effect on human health.</li> </ol>
<p>EI-MD5</p>	<p>Electricity generation</p> <ol style="list-style-type: none"> <li>1. The extent to which the infrastructure will make a meaningful contribution to renewable electricity generation targets.</li> <li>2. The distance between the infrastructure and residences, public places, or places from which the infrastructure would be visible, and the extent to which the infrastructure would pose significant adverse visual effects on or dominate the surrounding landscape.</li> <li>3. The extent to which views to the infrastructure are expansive or constrained.</li> <li>4. The extent to which the design, siting and size of the infrastructure responds to its landscape context.</li> <li>5. The relative elevation of the infrastructure, in relation to residences, public places or place from which the infrastructure will be visible, including the extent to which the infrastructure is located on a ridgeline or series of ridgelines, or would form part of a skyline.</li> <li>6. Number, design and extent of wind turbines and associated structures, and predominant orientation in relation to the landform.</li> <li>7. Effects on topography, landforms and geological forms.</li> <li>8. Ecological effects including any loss of indigenous flora, fauna, habitat and effects on riparian margins.</li> <li>9. Effects on adjoining land uses of noise levels, noise modulation, glint/glare, and shadow flicker.</li> <li>10. Need to locate wind turbines and associated structures where the wind resource is available and the quality of the wind resource.</li> <li>11. Extent and visibility of roads, access tracks, earthworks and vegetation clearance associated with the construction, operation or maintenance of the infrastructure.</li> <li>12. For solar cells, as well as the above matters:</li> </ol>

	<ul style="list-style-type: none"> <li>a. the time of day, year, and time per day when adjoining or adjacent sites would be affected by reflected solar glare and the degree of luminescence;</li> <li>b. the number of sites affected and their relative proximity; and</li> <li>c. whether there is a hazard from any glare.</li> </ul> <p>13. The necessity for electricity generation other than renewable electricity generation in the District’s electricity supply network, including for resilience.</p>
<p>EI-MD6</p>	<p>Electricity transmission and electricity distribution</p> <ul style="list-style-type: none"> <li>1. Extent of effects on access to and the operation, maintenance, upgrade, development and structural integrity of the electricity transmission and electricity distribution network.</li> <li>2. Extent of compliance with the NZECP 34:2001 New Zealand Electricity Code of Practice for Electricity Safe Distances.</li> <li>3. Nature of technical advice provided by infrastructure operators and extent of compliance with it.</li> <li>4. Risk of electrical hazards affecting public safety and risk of property damage.</li> </ul>
<p>EI-MD7</p>	<p>Gas distribution pipeline and fuel systems</p> <ul style="list-style-type: none"> <li>1. Effects on access to and the operation, maintenance, upgrade, development and structural integrity of gas distribution pipeline and fuel systems.</li> <li>2. Technical advice provided by infrastructure operators.</li> <li>3. Hazards affecting public safety and risk of property damage.</li> </ul>
<p>EI-MD8</p>	<p>Water supply, wastewater system, and stormwater infrastructure</p> <ul style="list-style-type: none"> <li>1. The requirements of the ECOP, and any other relevant regulations.</li> <li>2. The extent to which the proposed servicing will adequately serve its intended purpose.</li> <li>3. The extent to which existing infrastructure is available to connect to.</li> <li>4. The extent to which the infrastructure will incorporate existing indigenous vegetation, or proposes new planting of indigenous vegetation naturally occurring within the ecological district within which planting will take place or of ecologically similar origin.</li> <li>5. The extent of any actual or potential adverse effects on the capacity, efficiency and function of existing infrastructure.</li> <li>6. The provision for, and protection of, the flood storage and conveyance capacity of waterways.</li> <li>7. The requirements of AS/NZS 1547:2012 On-site Domestic Wastewater Management.</li> <li>8. The extent to which interference with public use and enjoyment of open space and recreation land is or can be minimised where infrastructure is located or proposed to be located in Open Space and and Recreation Zones.</li> <li>9. The extent to which safe and direct access can be provided to enable the maintenance of infrastructure.</li> <li>10. The extent to which there will be health and safety adverse effects associated with infrastructure and the extent to which these can be avoided, remedied or mitigated.</li> <li>11. The outcome of any consultation undertaken with the District Council regarding the availability, adequacy or suitability of the water supply, wastewater system or stormwater infrastructure servicing proposed.</li> </ul>

EI-MD9	<p>Construction of new, or widening or extension of existing, vehicle access tracks ancillary to infrastructure</p> <ol style="list-style-type: none"> <li>1. The ability to integrate with the landscape, follow natural contours, and mitigate adverse effects.</li> <li>2. The extent of compliance with the relevant standards in the Earthworks Chapter for the relevant zone or overlay, and the extent of any effects of non-compliance.</li> <li>3. Relevant assessment matters in the Earthworks Chapter for the relevant zone or overlay.</li> </ol>
ESCMP	<p>Erosion and Sediment Control Plan <b>(Waka Kotahi NZ Transport Agency Woodend Bypass designation)</b></p>
EW-MD1	<p>Activity operation, scale, form and location</p> <ol style="list-style-type: none"> <li>1. Location, volume and area of earthworks.</li> <li>2. The operational need or functional need for the earthworks in the location.</li> <li>3. Any effects on the natural character and amenity values of the site and surrounding area.</li> <li>4. Any effects on archaeological sites, heritage values or the heritage setting of the site or within the surrounding area.</li> <li>5. Any disturbance of culturally significant sites and any proposed mitigation measures.</li> <li>6. Any effects on the health and structural integrity of any notable tree and any effects on the values that have been identified for the notable tree.</li> <li>7. Public health and safety including contingency provisions for emergency response.</li> <li>8. Mitigation including fencing, planting and landscaping.</li> <li>9. Effects on soil quality.</li> <li>10. Final contour and ground level resulting from excavation or filling.</li> <li>11. Vehicle movements associated with earthworks.</li> <li>12. Any effects on the operation, maintenance, upgrade and development of the National Grid.</li> <li>13. Any constraint on the future development potential of the site or surrounding sites.</li> </ol>
EW-MD2	<p>Nuisance and reverse sensitivity</p> <ol style="list-style-type: none"> <li>1. The extent to which dust, sediment and water or wind erosion effects can be avoided or mitigated including through landscape treatment.</li> <li>2. Reverse sensitivity effects such as the effect of a sensitive activity locating near earthworks activities.</li> <li>3. Any effects on other sites including noise, vibration, dust, siltation, sedimentation, visual effects on amenity values and traffic generation.</li> <li>4. The effectiveness of any environmental management plan.</li> </ol>
EW-MD3	<p>Land stability</p> <ol style="list-style-type: none"> <li>1. Any effects on land stability, including stability of adjoining land, and any susceptibility to subsidence, slumping or erosion.</li> <li>2. Any alteration of natural ground levels and consequently to the height of structures and buildings that may be erected on the site.</li> </ol>
EW-MD4	<p>Natural hazards</p> <ol style="list-style-type: none"> <li>1. Risk to the health and safety of people, property, any building or infrastructure.</li> </ol>

	<ol style="list-style-type: none"> <li>2. The location, or identification, of the site within any natural hazard category or overlay, and the ability to manage risk associated with any natural hazard that is identified.</li> <li>3. Any effect on sites of cultural significance.</li> <li>4. Any effect on drainage, inundation run-off, flooding risk, overland flow paths or water table level on the site or surrounding land, and any mitigation works proposed.</li> <li>5. The effect of the earthworks on flow of floodwater through the site, including any effects on the entry and exit points for floodwater.</li> <li>6. The extent to which the earthworks will displace or divert floodwater from the site onto any other site.</li> <li>7. Any effects on the character of floodwater, either on-site or off-site, including velocity and depth.</li> <li>8. Any effect on the operation and function of roads or other infrastructure.</li> <li>9. The matters addressed or identified in any Flood Assessment Certificate.</li> </ol>
<p>EW-MD5</p>	<p>Rehabilitation</p> <ol style="list-style-type: none"> <li>1. Any proposed site rehabilitation, considering:             <ol style="list-style-type: none"> <li>a. the location, gradient and depth of the earthworks;</li> <li>b. availability of clean fill material and time frames for rehabilitation;</li> <li>c. any adverse effects on traffic, dust, groundwater, drainage and landscape;</li> <li>d. any re-vegetation, including the use of indigenous plant varieties from seed sourced from the relevant ecological district within which the planting is to take place, and any weed and pest control proposed, and</li> <li>e. any mitigation or proposed mitigation.</li> </ol> </li> <li>2. Any quarry site rehabilitation plan, prepared by a person suitably qualified or experienced in site rehabilitation.</li> </ol>
<p>EW-MD6</p>	<p>Coastal environment and hazards</p> <ol style="list-style-type: none"> <li>1. Any increase in sedimentation in the coastal environment.</li> <li>2. The extent to which the proposal will maintain, preserve or enhance the natural character attributes of the coastal environment.</li> <li>3. Any effects from the clearance of vegetation, or disturbance of habitat in the coastal environment.</li> <li>4. Any effects on the nature, form and resilience of the sandy beach, dunes or rocky shoreline including the protection they provide from coastal inundation.</li> <li>5. Any effects on the functioning of coastal processes.</li> <li>6. Any positive or adverse effects on risk to life, property and the environment posed by coastal hazards.</li> <li>7. The extent to which earthworks would remedy or mitigate coastal hazard or be compatible with existing coastal hazard mitigation works or structures.</li> <li>8. The extent to which the earthworks will restrict or enable public access and enjoyment of the coastal environment.</li> <li>9. The extent to which earthworks restrict public access to and along the CMA and water bodies with high values.</li> <li>10. The extent to which the earthworks will be supervised by either a Chartered Professional Engineer with experience in coastal processes or a professional Engineering Geologist (IPENZ registered).</li> </ol>

	11. Any effects on culturally significant sites.
EW-MD7	<p>Water bodies, vegetation and fauna</p> <ol style="list-style-type: none"> <li>1. The extent to which the disturbance of the soil, including disturbance of contaminated land, adversely affects areas of significant indigenous vegetation and significant habitats of indigenous fauna.</li> <li>2. Any removal of, or disturbance to, indigenous vegetation.</li> <li>3. Any effects on the natural character and water quality of any water body.</li> <li>4. The extent to which the earthworks will restrict public access and enjoyment of the margin of any water body.</li> <li>5. The extent to which the habitat of trout, salmon, and indigenous aquatic species, may be adversely affected by any disturbance on the margin of the water body.</li> <li>6. Fencing, planting and landscaping.</li> <li>7. The extent to which the land use will adversely affect wahi taonga and mahinga kai.</li> <li>8. For ngā wai, the matters specified in SASM-MD3 Nga Wai.</li> </ol>
EW-MD8	<p>Outstanding natural features and landscapes</p> <ol style="list-style-type: none"> <li>1. Where earthworks are located in any ONF or ONL: <ol style="list-style-type: none"> <li>a. the timing, duration, area and location of the activity;</li> <li>b. any vegetation that is to be retained;</li> <li>c. any vegetation screening and backdrop;</li> <li>d. the relationship of the activity to landform including prominent ridgelines;</li> <li>e. natural character values, amenity values and landscape values, including revegetation type and density;</li> <li>f. earthworks location and management, including revegetation, of cuts and fills; and</li> <li>g. any effects on the stability and life-supporting capacity of soil.</li> </ol> </li> </ol>
FENZ	Fire and Emergency New Zealand
FTE	Full time equivalent
GFA	Gross floor area
HAIL	Ministry for the Environment's Hazardous Activities and Industries List
HH-MD1	<p>Adverse effects on heritage values</p> <ol style="list-style-type: none"> <li>1. Any effect on the heritage values, heritage setting, including the form and materials of the proposed works.</li> <li>2. The location, extent or height of the proposal.</li> <li>3. For new buildings or structures on the same site or within a heritage setting, the extent the building, structure or feature will be compatible with the heritage fabric, heritage values and significance of the historic heritage including design, materials and location.</li> <li>4. For infrastructure, the functional need or operational need to be located in or in proximity to the historic heritage and any heritage setting.</li> </ol>
HH-MD2	<p>Intervention and viability of historic heritage</p> <ol style="list-style-type: none"> <li>1. The level of intervention necessary to carry out the works, including to meet the requirements of the Building Act 2004 and Building Code, and alternative solutions considered.</li> </ol>

	2. The extent to which the historic heritage has been damaged by significant natural events and the necessity of work to prevent further deterioration.
HH-MD3	<p>Consultation</p> <ol style="list-style-type: none"> <li>1. In respect of sites on the New Zealand Heritage List Rārangī Kōrero whether HNZPT has been consulted and the outcome of that consultation.</li> <li>2. The extent that the site has cultural or spiritual significance to mana whenua and where Te Ngāi Tūāhuriri Rūnanga has been consulted, the outcome of that consultation, and whether the development or activity responds to, or incorporates the outcome of that consultation.</li> </ol>
HH-MD4	<p>Re-use and relocation</p> <ol style="list-style-type: none"> <li>1. Options for ongoing and viable uses, including adaptive reuse.</li> <li>2. For the relocation of historic heritage: <ol style="list-style-type: none"> <li>a. whether the new location and orientation will maintain heritage values;</li> <li>b. whether alternative solutions have been considered, including maintenance or repairs, alterations; and</li> <li>c. the potential damage to heritage fabric during relocation and whether repairs will be required, and what mitigation measures are proposed, including the use of a temporary protection plan.</li> </ol> </li> <li>3. Opportunities to enhance the physical condition of the historic heritage and its heritage values.</li> </ol>
HH-MD5	<p>Mitigation measures</p> <ol style="list-style-type: none"> <li>1. The extent to which existing topography or vegetation will mitigate adverse effects.</li> <li>2. Any existing mitigation measures and the extent to which mitigation measures are proposed to be implemented to protect the historic heritage.</li> <li>3. The extent of photographic recording which is necessary to document changes, including prior to, during the course of the works and on completion.</li> </ol>
HMP	Heritage Management Plan <b>(Waka Kotahi NZ Transport Agency Woodend Bypass designation)</b>
HNC	High Natural Character
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
HS-MD1	<p>Hazardous substances</p> <ol style="list-style-type: none"> <li>1. QRA of the activity, including use of either the individual fatality risk contour or the maximum credible fatality distance, taking into account features of the site and surrounding environment which may affect the site-specific contour.</li> <li>2. Proposed mitigation in relation to risk identified by the QRA that are not controlled by other legislation or regional council functions.</li> <li>3. Any effects relating to natural hazard areas identified in the District Plan, including the extent to which hazardous substances can be safely contained to avoid inundation by floodwater or contamination of</li> </ol>



	<p>land or water in the event of a 0.5% AEP flood event for low and medium hazard and a 0.2% AEP flood event for high hazard.</p> <ol style="list-style-type: none"> <li>4. The level of risk relating to the nature and volume of the hazardous substance, except where this is controlled by other legislation, including the:             <ol style="list-style-type: none"> <li>a. probability and potential consequences of an accident leading to the loss of control of hazardous substances;</li> <li>b. potential effects on natural ecosystems and life-supporting capacity of land and water from escape or spillage;</li> <li>c. potential risk and effect on Sites and Areas of Significance to Māori;</li> <li>d. potential risk and effect on the human health and safety, and on neighbouring activities such as residential activities and areas where people congregate, and the amenity values of these areas and activities;</li> <li>e. potential effects on sensitive activities that would be permitted in the zone near a major hazard facility; and</li> <li>f. potential for cumulative adverse effects considering other activities in the surrounding area that store, use, or dispose of hazardous substances.</li> </ol> </li> <li>5. Reverse sensitivity effects from a sensitive activity on the functioning of a major hazard facility.</li> <li>6. Effects on any sensitive activity from a major hazard facility establishing in that location.</li> <li>7. The operational need or functional need for a major hazard facility, or sensitive activity to locate in that location.</li> <li>8. Any positive effects of the major hazard facility.</li> </ol>
HSNO	Hazardous Substances and New Organisms Act 1996
HSWA	Health and Safety at Work Act 2015
HVMPD	Heavy vehicle movements per day
INZ-MCD1	<p>Community facility</p> <ol style="list-style-type: none"> <li>1. The extent to which the activity adversely affects the function of the zone to provide for primarily industrial activities.</li> <li>2. The extent to which the activity adversely affects the capacity of the zone to accommodate future demand for industrial activities.</li> <li>3. The extent to which the community activity will form an agglomeration with other established non-industrial activities that cumulatively would have an adverse effect on the function and capacity of the Industrial Zone.</li> <li>4. The extent to which the activity adversely affects the ability of existing or future permitted industrial activities to operate or establish without undue constraint.</li> <li>5. The extent to which there are any benefits of a community activity providing a buffer between industrial activities and more sensitive zones.</li> <li>6. The extent to which there are any amenity or streetscape benefits of a community activity being on a site that has frontage to an identified arterial road or collector road that has a gateway function to a township.</li> <li>7. The extent to which the activity generates traffic and other effects that impact on the day to day operation of the industrial area.</li> </ol>

	<ol style="list-style-type: none"> <li>8. The extent to which the activity serves the needs of workers in the industrial area.</li> <li>9. The extent to which the activity by itself or in combination with other existing or proposed activities creates commercial distribution effects undermining any local or town centre, including whether the activity is better located within a centre.</li> </ol>
<p>INZ-MCD10</p>	<p>Food and beverage</p> <ol style="list-style-type: none"> <li>1. The extent to which the activity creates adverse effects on any nearby residential unit in terms of traffic and nuisance effects.</li> <li>2. The extent to which the activity provides goods and services to workers and residents from outside the zone and creates commercial distribution effects undermining any local or town centre.</li> </ol>
<p>INZ-MCD11</p>	<p>Waste disposal</p> <ol style="list-style-type: none"> <li>1. The extent to which the area is affected by flood risk;</li> <li>2. The extent to which the amenity and natural character of waterways are adversely affected;</li> <li>3. The extent to which the amenity values of public roads or dwellings on adjoining sites are adversely affected; and</li> <li>4. The extent of any adverse effects on wahi taonga and mahinga kai.</li> </ol>
<p>INZ-MCD2</p>	<p>Height in relation to boundary</p> <ol style="list-style-type: none"> <li>1. The effect of any reduced sunlight admission on properties in adjoining residential zones, rural zones, or open space and recreation zones, taking account of the extent of overshadowing, the intended use of spaces, and for residential properties, the position of outdoor living spaces or main living areas in buildings.</li> <li>2. The effect on privacy of residents and other users in the adjoining zones.</li> <li>3. The scale of building and its effects on the character of any adjoining residential zones.</li> <li>4. The effects of any landscaping and trees proposed within the site, or on the boundary of the site in mitigating adverse visual effects.</li> <li>5. The effect on outlook from adjoining properties.</li> <li>6. The extent to which the recession plane breach and associated effects reflect the functional needs of the activity and whether there are alternative practical options for meeting the functional need in a compliant manner.</li> </ol>
<p>INZ-MCD3</p>	<p>Internal boundary setback</p> <ol style="list-style-type: none"> <li>1. The extent of any adverse visual effects on adjoining sites in residential, rural, or open space and recreation zones as a result of a reduced building setback.</li> <li>2. The extent to which landscaping or screening within the setback mitigates the visual dominance of buildings.</li> <li>3. The scale and height of buildings within the reduced setback and their impact on the visual outlook of residents and users on the adjoining residential, rural, or open space and recreation zones.</li> <li>4. The extent to which buildings in the setback enable better use of the site and improve the level of amenity along more sensitive boundaries elsewhere on the site.</li> <li>5. The proposed use of the setback, the visual and other effects of this use and whether a reduced setback and the use of that setback achieves a better amenity outcome for residential neighbours.</li> </ol>

<p>INZ-MCD4</p>	<p>Internal boundary landscaping</p> <ol style="list-style-type: none"> <li>1. The extent of visual effects of outdoor storage and car parking areas, or buildings (taking account of their scale and appearance), as a result of reduced landscaping.</li> <li>2. The extent to which the site is visible from adjoining sites in residential zones, rural zones, or open space and recreation zones and the likely consequences of any reduction in landscaping or screening on the amenity and privacy of those sites.</li> <li>3. The extent to which there are any compensating factors for reduced landscaping or screening, including the nature or scale of planting proposed, the location of parking areas, manoeuvring areas or storage areas, or the location of ancillary offices/wholesale display of goods/showrooms.</li> </ol>
<p>INZ-MCD5</p>	<p>Road boundary setback</p> <ol style="list-style-type: none"> <li>1. The effect of a building's reduced setback on amenity and visual streetscape values, especially where the frontage is to a strategic road, arterial road or collector road that has a gateway function to a township.</li> <li>2. The extent to which the reduced setback of the building is opposite any residential, rural, or open space and recreation zones and the effects of a reduced setback on the amenity values and outlook of those zones.</li> <li>3. The extent to which the building presents a visually attractive frontage to the street through the inclusion of glazing, ancillary offices, and showrooms in the front façade.</li> <li>4. The extent to which the visual effects of a reduced setback are mitigated through site frontage landscaping, the width of the road corridor, and the character of existing building setbacks in the wider streetscape.</li> </ol>
<p>INZ-MCD6</p>	<p>Road boundary landscaping</p> <ol style="list-style-type: none"> <li>1. The extent to which reduced landscaping results in adverse effects on amenity and visual streetscape values, especially where the frontage is to an arterial road or collector road that has a gateway function to a township.</li> <li>2. The extent to which the reduced landscaping is opposite any residential or open space and recreation zones and the effects of any reduction in landscaping on the amenity values and outlook of those zones.</li> <li>3. The extent to which the visual effects of reduced landscaping are mitigated through the location of ancillary offices, showrooms, the display of trade supplier or yard-based goods for sale, along the site frontage.</li> </ol>
<p>INZ-MCD7</p>	<p>Location of ancillary offices and retailing</p> <ol style="list-style-type: none"> <li>1. The extent to which locating ancillary offices or ancillary retail activity where they do not face the street results in adverse effects on amenity and visual streetscape values, especially where the frontage is to an arterial road or collector road that has a gateway function to a township.</li> <li>2. The extent to which the frontage is opposite Residential Zones or Open Space and Recreation Zones and the effects of not locating offices or</li> </ol>

	<p>showrooms that face the street on the amenity values and outlook of those zones.</p> <ol style="list-style-type: none"> <li>3. The extent to which there are any site-specific or functional requirements that make locating ancillary offices and showrooms facing the street impractical.</li> </ol>
INZ-MCD8	<p>Outdoor storage</p> <ol style="list-style-type: none"> <li>1. The extent of visual impacts on the adjoining environment.</li> <li>2. The extent to which site constraints and/or the functional requirements of the activity necessitate the location of storage within the setback.</li> <li>3. The extent of the effects on amenity values generated by the type and volume of materials to be stored.</li> <li>4. The extent to which any proposed landscaping or screening mitigates amenity effects of the outdoor storage.</li> </ol>
INZ-MCD9	<p>Rail boundary setback</p> <ol style="list-style-type: none"> <li>1. The extent to which the reduced setback will compromise the efficient functioning of the rail network, including rail corridor access and maintenance.</li> </ol>
ISPP	Intensification Streamlined Planning Process
ITA	Integrated Transport Assessment
KiwiRail	KiwiRail Holdings Ltd
LGA	Local Government Act 2002
LIGHT-MD1	<p>Outdoor lighting</p> <ol style="list-style-type: none"> <li>1. Effects on the amenity values of the site and adjoining sites, or surrounding area.</li> <li>2. Effects on the characteristics, form, or function of the zone consistent with the zone chapters.</li> <li>3. Effects of light colour, flashes, strength, siting, shielding, angle, and hours of operation.</li> <li>4. Effects on any activities sensitive to light including the following: <ol style="list-style-type: none"> <li>a. effects on the efficient and effective functioning of any road, and the safety of road users;</li> <li>b. effects on aviation or navigation including effects on flights to and from Christchurch International Airport; and</li> <li>c. the effects of the lighting on cultural or amenity values of the night sky, and on astronomical observation.</li> </ol> </li> <li>5. The extent that the proposal controls the adverse effects of outdoor lighting on health, safety and security, considering CPTED.</li> <li>6. Effects of lighting on ecology and natural values.</li> <li>7. Any relevant standards including those which address the amenity and safety effects of outdoor lighting.</li> </ol>
LLUR	Environment Canterbury's Listed Land Use Register
LTP	Long Term Plan
LURP	Land Use Recovery Plan 2013
LWRP	Land and Water Regional Plan
MDRS	Medium Density Residential Standards

MHWS	Mean High Water Springs
NATC-MD1	<p>Planting vegetation within freshwater body setbacks</p> <ol style="list-style-type: none"> <li>1. How the planting of vegetation will affect the natural state of the freshwater body and its amenity values.</li> <li>2. Changes to biophysical processes such as: <ol style="list-style-type: none"> <li>a. loss of shading of the freshwater bodies;</li> <li>b. loss of detritus inputs into freshwater bodies;</li> <li>c. increasing risk of erosion and sedimentation;</li> <li>d. loss of ecological corridor; and</li> <li>e. fragmentation of indigenous habitats.</li> </ol> </li> <li>3. Effects on īnanga spawning, and trout and salmon habitat.</li> <li>4. Effects on cultural and spiritual values and mahinga kai.</li> </ol>
NATC-MD2	<p>Maintaining and enhancing public access</p> <ol style="list-style-type: none"> <li>1. Maintain and enhance existing public access to and along surface freshwater bodies, by managing the adverse effects of activities and development, where these would limit public access, or compromise the use or enjoyment of these areas.</li> </ol>
NATC-MD3	<p>Specified structures within freshwater body setbacks</p> <ol style="list-style-type: none"> <li>1. Effects on natural character and amenity values.</li> <li>2. Effects on cultural and spiritual values, and mahinga kai.</li> <li>3. Effects on indigenous vegetation, habitats of indigenous fauna and indigenous biodiversity.</li> <li>4. Effects on īnanga spawning, and trout and salmon habitat.</li> <li>5. The extent to which the structure compromises the ability to undertake flood mitigation work, or maintenance of any river or lake by the District Council, Regional Council, the Crown, or their nominated contractor or agent.</li> <li>6. The extent to which the location and size of the structure will impede flood waters or restrict navigation.</li> <li>7. The extent to which the structure location in the setback is sufficient given the identified requirement for an esplanade strip or esplanade reserve, set out in SUB-S18, including whether a condition and associated covenant is proposed requiring removal of structures where an esplanade reserve or esplanade strip is to be taken as part of any future subdivision.</li> </ol>
NATC-MD4	<p>Buildings, structures and impervious surfaces within freshwater body setbacks</p> <ol style="list-style-type: none"> <li>1. Requiring the use of low impact or water sensitive design for buildings and structures.</li> <li>2. The potential for streambank erosion from stormwater runoff from impervious surfaces.</li> <li>3. Effects on indigenous vegetation, habitats of indigenous fauna and indigenous biodiversity.</li> <li>4. Effects on natural character and amenity values, including: <ol style="list-style-type: none"> <li>a. the loss of indigenous vegetation that contributes towards an ecological corridor;</li> <li>b. restriction of public access where it is available;</li> <li>c. any change to the general landform, such as, slope or geomorphic features, as a result of earthworks; and</li> <li>d. the incorporation of screening and other measures to reduce the visibility of any structure from the water body.</li> </ol> </li> </ol>

	<ol style="list-style-type: none"> <li>5. Effects on cultural and spiritual values, and mahinga kai.</li> <li>6. Whether the structure location in the setback is sufficient given the identified requirement for an esplanade strip or esplanade reserve, set out in SUB-S18, including whether a condition and associated covenant is proposed requiring removal of structures where an esplanade reserve or esplanade strip is to be taken as part of any future subdivision.</li> <li>7. The extent to which any building or structure compromises the ability to undertake flood mitigation work, or maintenance of the any river, stream or wetland by the District Council, Regional Council, the Crown, or their nominated contractor or agent.</li> </ol>
<p>NATC-MD5</p>	<p>Structures within and over freshwater bodies</p> <ol style="list-style-type: none"> <li>1. The extent to which the location and size of the structure will impede flood waters or restrict navigation.</li> <li>2. The extent to which the structure compromises amenity values, ecological, cultural, or recreational values, including any natural character values associated with the surface of water, including:             <ol style="list-style-type: none"> <li>a. minimisation of the footprint;</li> <li>b. visual appearance of the structure and whether design features are sympathetic with the surrounding landscape; and</li> <li>c. any impacts upon Inanga spawning locations.</li> </ol> </li> <li>3. The extent to which the structure would create new, or exacerbate existing flood risk, or stream bank erosion.</li> <li>4. The extent to which the structure would compromise public access to, or along the freshwater body.</li> <li>5. The technical, functional or operational need for the structure to be located within or over the freshwater body.</li> </ol>
<p>NATC-MD6</p>	<p>Freshwater body setback assessment</p> <ol style="list-style-type: none"> <li>1. Reduction in the setback width and any adverse effects on:             <ol style="list-style-type: none"> <li>a. on the natural state of freshwater body margins;</li> <li>b. on freshwater landforms and landscapes, biophysical, geologic and morphological aspects;</li> <li>c. the hydrological and fluvial processes, including erosion and sedimentation;</li> <li>d. indigenous biodiversity, habitats and ecosystems;</li> <li>e. water flow and levels, colour and clarity, and water quality;</li> <li>f. cultural values of the water body to Ngāi Tūāhuriri, including values associated with traditional and contemporary uses and continuing ability of the freshwater body to support taonga species and mahinga kai activities; and</li> <li>g. the experience of the above elements, patterns and processes.</li> </ol> </li> <li>2. Any assessment of the natural character of freshwater bodies that undertaken by a SQEP in the various attributes of natural character.</li> </ol>
<p>NES</p>	<p>National Environmental Standard</p>
<p>NESCS</p>	<p>Resource Management (National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011</p>
<p>NESETA</p>	<p>Resource Management (National Environmental Standards for Electricity Transmission Activities) Regulations 2009</p>

NESF	Resource Management (National Environmental Standards for Freshwater) Regulations 2020
NESPC <sup>1</sup> F	Resource Management (National Environmental Standards for <b>Plantation Commercial</b> <sup>2</sup> Forestry) Regulations 2017
NESTF	Resource Management (National Environmental Standards for Telecommunication Facilities) Regulations 2016
NFA	Net floor area
NFL-MD1	<p>New buildings and structures, additions to buildings and access tracks</p> <ol style="list-style-type: none"> <li>1. The extent to which the proposal is consistent with maintaining, protecting or enhancing the qualities of the outstanding or significant natural feature and/or landscape, including natural character qualities, as identified in NFL-APP1.</li> <li>2. The extent to which the proposal will detract from the naturalness and openness of the landscape.</li> <li>3. The extent to which the proposal recognises the context and values of historic and cultural significance and the relationship, culture and traditions of Ngāi Tahu.</li> <li>4. The extent to which the proposal integrates into the landscape and the appropriateness of the scale, form, design and finish (materials and colours) proposed and mitigation measures such as planting. This shall include consideration of any adverse effects of reflectivity, glare and light spill.</li> <li>5. The proximity and extent to which the proposal is visible from public places and roads (including unformed legal roads), ease of accessibility to that place, and the significance of the view point.</li> <li>6. The extent to which natural elements such as landforms and vegetation within the site mitigate the visibility of the proposal.</li> <li>7. The extent to which the proposal has any adverse effects on important ridgelines.</li> <li>8. The extent to which the proposal will result in adverse cumulative effects.</li> <li>9. The extent to which the proposal will result in significant loss of indigenous vegetation and biodiversity.</li> <li>10. The extent to which the proposal supports the continuation of farming activities in the rural area.</li> <li>11. Whether the proposal is connected to reticulated water and the need to provide water supply (for firefighting), and the ability to integrate water tanks into the landscape and mitigate any adverse visual effects.</li> <li>12. For new access tracks, whether the track supports conservation activities, farming, recreation activities or rural tourism activities and the ability to integrate with the landscape, follow natural contours and mitigate any adverse effects.</li> <li>13. The extent to which the proposal has functional need or operational need for its location.</li> </ol>
NFL-MD2	<p>Motorised activities</p> <ol style="list-style-type: none"> <li>1. The extent of any adverse effects on the identified feature and/or landscape, including natural character qualities as identified in NFL-</li> </ol>

<sup>1</sup> s44A(6) of RMA. Wrap Up Reply Report.

<sup>2</sup> s44A(6) of RMA. Wrap Up Reply Report.

	<p>APP1, and natural character values in the coastal environment, including the extent to which the proposal is consistent with maintaining their qualities.</p> <ol style="list-style-type: none"> <li>2. Any adverse effects on adjoining outstanding or significant natural features or landscapes or natural character in the coastal environment, and whether there is a sufficient separation to avoid detracting from the qualities of those areas.</li> <li>3. The extent to which the nature, scale, intensity and location of the proposed activity will adversely affect indigenous biodiversity and ecosystems taking into account:             <ol style="list-style-type: none"> <li>a. any loss of, or effects on, indigenous vegetation or habitats of indigenous fauna, including wetlands, ecological corridors and linkages;</li> <li>b. indigenous ecosystem integrity and function;</li> <li>c. where relevant, any effects on areas of significant indigenous vegetation and/or significant habitats of indigenous fauna in identified SNAs; and</li> <li>d. where relevant, any effects on indigenous vegetation and habitats of indigenous fauna in the coastal environment.</li> </ol> </li> <li>4. The extent to which the proposal recognises the context and values of historic and cultural significance and the relationship, culture and traditions of Ngāi Tahu.</li> <li>5. The proximity and extent to which the activity is visible from or causes nuisance on public places and roads (including unformed legal roads), ease of accessibility to that place, and the significance of the view point.</li> <li>6. The extent to which the proposal will result in adverse cumulative effects.</li> </ol>
Ngā Wai	water and representing the essence of all life
NH-MD1	<p>Natural hazards general matters</p> <ol style="list-style-type: none"> <li>1. The setting of minimum floor levels, minimum land levels and the predicted sea water and other inundation that will occur on the site.</li> <li>2. The frequency at which any proposed building or addition is predicted to be damaged and the extent of damage likely to occur in such an event, including taking into account: the building material and design proposed; the anticipated life of the building; whether the building is relocatable; and for redevelopments, the extent to which overall risk will change as a result of the proposal.</li> <li>3. The extent to which site access will be compromised in a natural hazard event and any alternative access provided.</li> <li>4. The extent to which the proposal causes flood water displacement or flow path disruption onto other sites.</li> <li>5. The extent to which any flood mitigation measures are proposed, their effectiveness and environmental effects, and any benefits to the wider area associated with flood management.</li> <li>6. The extent to which the proposal relies on Council infrastructure and the risks to that infrastructure from natural hazards, including taking into account maintenance and repair costs that might fall on the wider community.</li> <li>7. The extent to which there are any positive effects from a reduction in floor levels in relation to neighbouring buildings or the streetscape.</li> </ol>



	<ol style="list-style-type: none"> <li>8. In relation to wildfire and ice, the degree of risk posed to life and property due to the non-compliance.</li> <li>9. In relation to tsunami risk, the nature of the proposed activity and the ease of evacuation.</li> </ol>
NH-MD2	<p>Natural hazard mitigation works</p> <ol style="list-style-type: none"> <li>1. The extent to which the natural hazard risk cannot be avoided.</li> <li>2. Any adverse effects of those works on the natural and built environment and on the cultural and spiritual values of Ngāi Tūāhuriri, including any matters specified in CE-MD1, ECO-MD1, NATC-MD3, NATC-MD4, NATC-MD5, NATC-MD6 and CE-MD1, SASM-MD1, SASM-MD2 and SASM-MD3.</li> <li>3. Any adverse effects on the values of any identified ONL, ONF or SAL including any matters specified in NFL-MD1.</li> <li>4. The extent to which the mitigation works transfer, or create, unacceptable hazard risk to other people, property, infrastructure, or the natural environment.</li> </ol>
NH-MD3	<p>Natural hazards and infrastructure</p> <ol style="list-style-type: none"> <li>1. Any increase in the risk to life or property from natural hazard events.</li> <li>2. Any negative effects on the ability of people and communities to recover from a natural hazard event.</li> <li>3. The extent to which the infrastructure will suffer damage in a hazard event and whether the infrastructure is designed to maintain reasonable and safe operation during and after a natural hazard event.</li> <li>4. The time taken to reinstate critical infrastructure following a natural hazard event.</li> <li>5. The extent to which the infrastructure exacerbates the natural hazard risk or transfers the risk to another site.</li> <li>6. The ability for flood water conveyance to be maintained.</li> <li>7. The extent to which there is a functional need and operational need for that location and there are no practical alternatives.</li> <li>8. The extent to which any mitigation measures are proposed, their effectiveness and environmental effects, and any benefits to the wider area associated with hazard management.</li> <li>9. The positive benefits derived from the installation of infrastructure.</li> <li>10. Any effects on cultural values.</li> </ol>
NH-MD4	<p>Natural hazards coastal matters</p> <ol style="list-style-type: none"> <li>1. The frequency at which any proposed building or addition is predicted to be damaged and the extent of damage likely to occur in such an event, taking into account proposed land and floor levels, the building material and design proposed.</li> <li>2. The extent to which the building is readily relocatable and when inundation is predicted to occur as a result of sea level rise, including the use of 'trigger' decision-points that take into account actual sea level rise and how such triggers will provide advance warning of the need to relocate the building, and proposals to manage residual risk.</li> <li>3. The extent to which site access will be compromised in a coastal hazards event and any alternative access provided.</li> <li>4. The extent to which any coastal flooding mitigation measures are proposed, their effectiveness and environmental effects, including displacement onto surrounding sites and disruption of flow paths and any benefits to the wider area associated with flood management.</li> </ol>

	<ol style="list-style-type: none"> <li>5. The extent to which the proposal relies on Council infrastructure and the risks to that infrastructure from coastal hazards, including taking into account maintenance and repair costs that might fall on the wider community.</li> <li>6. Whether there are any positive effects from a reduction in floor or land levels in relation to accessibility, the height of the existing building, neighbouring buildings or the streetscape or the financial viability of the development.</li> <li>7. Whether the site is located within an existing urban area and raised land or floor levels would create an unreasonable burden on the ability to continue to use an existing building and support the local community.</li> </ol>
<p>Noise Assessment</p>	<p>means the Road-Traffic Noise Assessment Report in accordance with condition 92.  <b>(Waka Kotahi NZ Transport Agency Woodend Bypass designation)</b></p>
<p>Noise Criteria Categories</p>	<p>means the groups of preference for time-averaged sound levels established in accordance with NZS 6806:2010 when determining the BPO mitigation option, i.e. Category A — primary noise criterion, Category B — secondary noise criterion and Category C — internal noise criterion.  <b>(Waka Kotahi NZ Transport Agency Woodend Bypass designation)</b></p>
<p>NOISE-MD1</p>	<p>Noise</p> <ol style="list-style-type: none"> <li>1. Noise duration, timing, noise level and characteristics, and potential adverse effects in the receiving environment.</li> <li>2. Any effects on the health or well-being of persons living or working in the receiving environment, including effects on sleep, and the use and enjoyment of outdoor living areas.</li> <li>3. The location of the noise generating activity and the degree to which the amenity values of any residential activity may be adversely affected.</li> <li>4. The extent to which noise effects are received at upper levels of multi-level buildings.</li> <li>5. Any proposals to reduce or modify the characteristics of noise generation, including:             <ol style="list-style-type: none"> <li>a. reduction of noise at source;</li> <li>b. alternative techniques or machinery which may be available;</li> <li>c. insulation or enclosure of machinery;</li> <li>d. mounding, screen fencing/walls or landscape characteristics; and</li> <li>e. hours of operation.</li> </ol> </li> <li>6. The adequacy of measures to address the adverse effects of noise on the natural character values of the coastal environment.</li> <li>7. Any adverse effects of noise on ecological values.</li> <li>8. The characteristics of the existing noise environment, and the character the objectives and policies of the zone are seeking to achieve.</li> <li>9. Any relevant standards, codes of practice or assessment methods based on recognised acoustic principles, including those which address the reasonableness of the noise in terms of community health and amenity values and/or sleep protection.</li> <li>10. For temporary military training activities, the extent to which compliance with noise standards has been demonstrated by a report prepared by a suitably qualified and experienced acoustic consultant.</li> </ol>

NOISE-MD2	<p>Management of noise effects</p> <ol style="list-style-type: none"> <li>1. The extent to which effects, as a result of the sensitivity of activities to current and future noise generation from aircraft, are proposed to be managed, including avoidance of any effect that may limit the operation, maintenance or upgrade of Christchurch International Airport.</li> <li>2. The extent and effectiveness of any indoor noise insulation.</li> <li>3. The extent to which a reduced level of acoustic insulation may be acceptable due to mitigation of adverse noise effects through other means, e.g. screening by other structures, or distance from noise sources.</li> <li>4. The ability to meet acoustic insulation requirements through alternative technologies or materials.</li> <li>5. The extent to which the provision of a report from an acoustic specialist provides evidence that the level of acoustic insulation ensures the amenity values, health and safety of present and future residents or occupiers.</li> <li>6. The reasonableness and effectiveness of any legal instrument to be registered against the title that is binding on the owner and the owner's successors in title, containing a 'no complaint' clause relating to the noise of aircraft using Christchurch International Airport.</li> </ol>
NOISE-MD3	<p>Acoustic insulation</p> <ol style="list-style-type: none"> <li>1. The extent to which a reduced level of acoustic insulation may be acceptable due to mitigation of adverse noise effects through other means.</li> <li>2. The ability to provide effective acoustic insulation through alternative technologies or materials.</li> <li>3. The extent to which the provision of a report from an acoustic specialist which provides evidence that the level of acoustic insulation ensures the amenity values, health and safety of present and future occupants or residents of the site.</li> <li>4. Any potential reverse sensitivity effects on other activities that may arise from residential accommodation or other noise sensitive activities that do not meet acoustic insulation requirements necessary to mitigate any adverse effects of noise.</li> <li>5. The location of any nearby business or infrastructure activities and the degree to which any sensitive activities may be adversely affected.</li> </ol>
NOISE-MD4	<p>Helicopter noise</p> <ol style="list-style-type: none"> <li>1. Assessment of noise in accordance with NZS 6807:1994 Noise Management and Land Use Planning for Helicopter Landing Areas and the findings of that assessment.</li> </ol>
NPS	National Policy Statement
NPSET	National Policy Statement on Electricity Transmission 2008
NPSFM	National Policy Statement for Freshwater Management 2020
NPSREG	National Policy Statement on Renewable Electricity Generation 2011
NPSUD	National Policy Statement on Urban Development 2020
NPS-UDC	National Policy Statement on Urban Development Capacity 2016

NTCSA	Ngāi Tahu Claims Settlement Act 1998
NZCPS	NZ Coastal Policy Statement 2010
NZECP	NZ Electrical Code of Practice for Electrical Safe Distances NZECP 34:2001
NZS 6806:2010	New Zealand Standard NZS 6806:2010 Acoustics Road Traffic Noise - New and Altered Roads
ODP	Outline Development Plan
ONC	Outstanding Natural Character
ONF	Outstanding Natural Features
ONL	Outstanding Natural Landscapes
OSRZ-MCD1	<p>Boundary setbacks</p> <ol style="list-style-type: none"> <li>1. The extent to which any reduced internal boundary setback will result in: <ol style="list-style-type: none"> <li>a. adverse visual effects on open space or on adjoining residents; and</li> <li>b. potential for activities within the building to give rise to disturbance to neighbours or nuisance effects.</li> </ol> </li> <li>2. The extent to which any reduced road boundary setback will detract from the pleasantness, coherence, openness and attractiveness of the site as viewed from the street and adjoining sites, including consideration of: <ol style="list-style-type: none"> <li>a. compatibility with the appearance, layout and scale of other buildings and sites within the vicinity of the site; and</li> <li>b. the classification and formation of the road, and the volume of traffic using it within the vicinity of the site.</li> </ol> </li> <li>3. The extent to which the scale and height of the building is compatible with the layout, scale and appearance of other buildings on the site or on adjoining sites.</li> <li>4. The extent to which the provision of planting or screening will avoid, remedy or mitigate adverse effects of the encroachment.</li> <li>5. The extent to which the development is designed and laid out to promote a safe environment, taking into account the principles of CPTED.</li> <li>6. The extent to which the reduced setback will result in a more efficient, practical and better use of the balance of the site.</li> <li>7. The extent to which any reduced setback from a transport corridor will enable buildings, balconies or decks to be constructed or maintained without requiring access above, on, or over the transport corridor.</li> <li>8. Where development is proposed within District Plan setbacks from scheduled freshwater bodies, the matters of control or discretion in the Natural Character of Freshwater Bodies Chapter.</li> </ol>
OSRZ-MCD10	<p>Cemetery — street scene and road boundary setback</p> <ol style="list-style-type: none"> <li>1. The extent to which any reduction in setback would enable greater protection or retention of natural, cultural or heritage values within the site.</li> <li>2. The extent to which any proposed landscaping may reduce the visual impact of a reduction in setback.</li> </ol>

	<p>3. The extent to which there will be adverse visual or heritage impacts on the site and zone and on its value to the public, or on its natural character.</p>
OSRZ-MCD11	<p>Cemetery — building height, setback from neighbours and height in relation to boundary</p> <ol style="list-style-type: none"> <li>1. The extent of adverse effects of height on adjacent residences or residential zones.</li> <li>2. The visual impact of the scale of the structure and its appropriateness having regard to the purpose of the site and zone.</li> <li>3. The extent to which any landscaping provided will reduce the visual impact of the building as seen from the road or adjoining residences.</li> </ol>
OSRZ-MCD12	<p>Removal of buildings or other structures</p> <ol style="list-style-type: none"> <li>1. Timing, duration and hours of works.</li> <li>2. Vehicle access for demolition or removal purposes.</li> <li>3. The extent of actual or potential effects of the proposed works both within and surrounding the site, and the adequacy of any mitigation proposed.</li> <li>4. Removal of materials and disposal at an approved dump site.</li> <li>5. Reinstatement and rehabilitation of the area from which the building or other structure is to be removed and of the vehicle access used for this purpose.</li> </ol>
OSRZ-MCD13	<p>Community garden</p> <ol style="list-style-type: none"> <li>1. Location and area.</li> <li>2. The extent to which the existing open space functions, public access and environmental qualities of the site can be maintained without significant adverse effect or conflict with the wider community, or whether displaced open space functions can be provided at a nearby alternative site that meets the District Council's levels of service commitments.</li> </ol>
OSRZ-MCD14	<p>Grazing</p> <ol style="list-style-type: none"> <li>1. Whether the proposed grazing has a grazing licence issued by the District Council.</li> <li>2. Location and area.</li> <li>3. The extent to which the existing open space functions, public access and environmental qualities of the site can be maintained without significant adverse effect or conflict with the wider community, or whether displaced open space functions can be provided at a nearby alternative site that meets the District Council's levels of service commitments.</li> </ol>
OSRZ-MCD2	<p>Height</p> <ol style="list-style-type: none"> <li>1. The extent to which any increased building height will result in: <ol style="list-style-type: none"> <li>a. visual dominance;</li> <li>b. loss of privacy and outlook for adjoining residents;</li> <li>c. incompatibility with the scale and character of buildings within and adjoining the site; and</li> <li>d. adverse visual effects that are avoided, remedied or mitigated by landscaping.</li> </ol> </li> <li>2. The extent to which any increased building height will result in any benefits in terms of retention of open space, significant trees or the satisfaction of specialised recreational needs.</li> </ol>

	<ol style="list-style-type: none"> <li>3. The extent to which the development is designed and laid out to promote a safe environment, taking into account the principles of CPTED.</li> <li>4. In that part of any of the Open Space and Recreation Zones covered by the Coastal Environment Overlay, the matters of control or discretion in the Coastal Environment Chapter.</li> </ol>
OSRZ-MCD3	<p>Outdoor storage</p> <ol style="list-style-type: none"> <li>1. The extent to which:             <ol style="list-style-type: none"> <li>a. planting or screening will avoid, remedy or mitigate adverse visual effects of outdoor storage areas; and</li> <li>b. the materials or goods stored have an adverse visual effect.</li> </ol> </li> </ol>
OSRZ-MCD4	<p>Public amenities</p> <ol style="list-style-type: none"> <li>1. For public amenities involving public toilets or changing rooms, the extent to which any reduced building setback will:             <ol style="list-style-type: none"> <li>a. detract from the amenity of adjoining residents and give rise to nuisance effects; and</li> <li>b. promote a safe physical environment, taking into account the principles of CPTED.</li> </ol> </li> <li>2. For other public amenities, the extent to which the building or other structure will:             <ol style="list-style-type: none"> <li>a. be of a scale that detracts from the open space qualities, including the natural character of scheduled freshwater bodies;</li> <li>b. have a layout and design that is appropriate to the locality, context and character of the area; and</li> <li>c. allow for better utilisation and improve the amenity of the open space.</li> </ol> </li> <li>3. The extent to which the design and landscaping avoids, remedies or mitigates adverse visual effects.</li> <li>4. The extent to which indigenous vegetation and indigenous fauna and their habitats will be damaged or destroyed and whether any replacement planting or habitat is proposed.</li> <li>5. The extent to which the removal of vegetation or proposed planting will maintain or enhance local or regional indigenous biodiversity.</li> <li>6. In that part of any of the Open Space and Recreation Zones covered by the Coastal Environment Overlay, the matters of control or discretion in the Coastal Environment Chapter.</li> <li>7. Where development is proposed within District Plan setbacks from scheduled freshwater bodies, the matters of control or discretion in the Natural Character of Freshwater Bodies Chapter.</li> </ol>
OSRZ-MCD5	<p>Height in relation to boundary</p> <ol style="list-style-type: none"> <li>1. The extent to which the height in relation to boundary intrusion will result in:             <ol style="list-style-type: none"> <li>a. overshadowing and reduced sunlight admission, taking into account the location of residential units on adjoining sites and the position of main living areas and outdoor living spaces;</li> <li>b. loss of privacy and outlook for adjoining residents; and</li> <li>c. visual dominance.</li> </ol> </li> <li>2. The extent to which the height in relation to boundary intrusion will create any benefits in terms of retention of open space or the satisfaction of specialised recreational needs.</li> </ol>
OSRZ-MCD6	Residential activity

	<ol style="list-style-type: none"> <li>1. The extent to which a residential unit(s) is needed for custodial or management purposes, or other purposes.</li> <li>2. The extent to which available open space would be reduced by a proposed building(s) and their surrounds and adversely affect the range of recreation activities undertaken on the site.</li> <li>3. The extent to which the scale of residential activity would have adverse effects on the visual quality of the environment, residential amenities and traffic generation.</li> <li>4. The extent of the visual impacts of such development as seen from adjoining residential zones or road frontage.</li> <li>5. Where development is proposed within District Plan setbacks from scheduled freshwater bodies, the matters of control or discretion in the Natural Character of Freshwater Bodies Chapter.</li> </ol>
OSRZ-MCD7	<p>Scale and nature of the activity or facility</p> <ol style="list-style-type: none"> <li>1. The extent to which the activity/facility has a functional need or operational need to be located within the open space.</li> <li>2. The extent to which the activity/facility or its scale will:             <ol style="list-style-type: none"> <li>a. significantly reduce open space or impede access to it;</li> <li>b. displace recreation activities or facilities;</li> <li>c. be compatible with the functions of the open space and recreation activities within it;</li> <li>d. have a layout and design that is appropriate to the locality, context, character or natural values of the area;</li> <li>e. adversely impact on the amenity values of the open space and adjoining residents, including (but not necessarily limited to) visual impacts, noise, light spill, glare, nuisance and traffic effects; and</li> <li>f. promote a safe physical environment, taking into account the principles of CPTED.</li> </ol> </li> <li>3. The extent to which the facility interacts with pedestrians and pedestrian linkages.</li> <li>4. The extent to which the activity will provide economic benefits enabling the ongoing operation and maintenance of recreation facilities or open spaces.</li> <li>5. The extent to which the activity/facility maintains existing or future public access connections to multi-modal sustainable transport options including (but not necessarily limited to) walking/cycling and public transport.</li> <li>6. In that part of any of the Open Space and Recreation Zones covered by the Coastal Environment Overlay, the matters of control or discretion in the Coastal Environment Chapter.</li> <li>7. Where development is proposed within District Plan setbacks from scheduled freshwater bodies, the matters of control or discretion in the Natural Character of Freshwater Bodies Chapter.</li> </ol>
OSRZ-MCD8	<p>Coverage</p> <ol style="list-style-type: none"> <li>1. The extent to which the proposal is consistent with the role and function of the open space.</li> <li>2. The extent to which the scale of development will detract from amenity values and public use and enjoyment of the open space.</li> <li>3. The extent to which the location, layout and design is consistent with good urban design principles.</li> <li>4. The extent to which the scale, design, materials, and external appearance are appropriate to the surrounding environment.</li> </ol>

	<ol style="list-style-type: none"> <li>5. The extent to which the development is designed and laid out to promote a safe environment, taking into account the principles of CPTED.</li> <li>6. The extent to which appropriate public access and connectivity is provided.</li> <li>7. The extent to which adverse visual effects can be avoided, remedied or mitigated by effective use of landscaping.</li> <li>8. The extent to which mixed or multi-functional use of land and facilities and adaptable design increases the capacity of the open space.</li> <li>9. The extent to which the proposal meets a recreational need of the community, particularly where there is an identified deficiency, or a specialised recreational need.</li> <li>10. In that part of any of the Open Space and Recreation Zones covered by the Coastal Environment Overlay, the matters of control or discretion in the Coastal Environment Chapter.</li> <li>11. Where development is proposed within District Plan setbacks from scheduled freshwater bodies, the matters of control or discretion in the Natural Character of Freshwater Bodies Chapter.</li> </ol>
OSRZ-MCD9	<p>Traffic generation and access</p> <ol style="list-style-type: none"> <li>1. The extent to which traffic generation and vehicle access will adversely affect the character and amenity values of the surrounding area or safety and efficient functioning of the road network.</li> <li>2. The ability to cater for increased traffic generation taking into account: <ol style="list-style-type: none"> <li>a. the classification and formation of the connecting road network;</li> <li>b. the hourly, daily and weekly pattern of vehicle movements;</li> <li>c. the ability to provide safe vehicle access and adequate on site car parking and circulation and on site manoeuvring; and</li> <li>d. traffic management plans.</li> </ol> </li> <li>3. The extent to which adverse effects in terms of noise, vibration, dust, nuisance, glare and vehicle emissions will be incompatible with the amenity of the open space or adjoining residents.</li> <li>4. In that part of any of the Open Space and Recreation Zones covered by the Coastal Environment Overlay, the matters of control or discretion in the Coastal Environment Chapter.</li> <li>5. With regards access to scheduled freshwater bodies, the matters of control or discretion in the Natural Character of Freshwater Bodies Chapter.</li> </ol>
PFA	Public floor area
PPFs	has the same meaning as in NZS 6806:2010 for the purpose of the preparation of the Noise Assessment. Once a Noise Assessment has been prepared in accordance with Condition 92, PPFs means only the premises and facilities identified in green, orange or red in the Noise Assessment. <b>(Waka Kotahi NZ Transport Agency Woodend Bypass designation)</b>
Project	means the construction, maintenance, operation of the Woodend Corridor that is subject to this Notice of Requirement. <b>(Waka Kotahi NZ Transport Agency Woodend Bypass designation)</b>
QRA	Quantitative Risk Assessment
REGIONAL COUNCIL	Canterbury Regional Council (Environment Canterbury)
RES-MD1	Minor residential units



	<ol style="list-style-type: none"> <li>1. The extent to which the minor residential unit fits within its context taking into account:             <ol style="list-style-type: none"> <li>a. location, size and visual appearance of the minor residential unit so that it appears from the street or any other public place as an integrated ancillary part of the principal residential unit;</li> <li>b. the adverse visual effects on the street-scene associated with parking areas and visual and pedestrian safety effects arising from the provision of any additional driveway to accommodate the minor residential unit;</li> <li>c. the convenience of the location of outdoor living space in relation the respective residential units, or whether other shared outdoor living spaces or public open space is immediately or easily accessible; and</li> <li>d. the adequacy of size and dimension of the outdoor living space to provide for the amenity needs of future occupants.</li> </ol> </li> </ol>
<p>RES-MD10</p>	<p>Rural sales</p> <ol style="list-style-type: none"> <li>1. The extent to which the intensity and scale of the activity and built form is compatible with the character and amenity of the zone.</li> <li>2. The extent to which the activity may result in conflict and/or reverse sensitivity effects with other activities occurring on adjacent sites.</li> <li>3. Hours and days of operation and whether they are compatible with the residential zone.</li> <li>4. Access and vehicle movements on the site and the safety and efficiency of the roading network.</li> <li>5. For rural produce retail (excluding farmers' markets) whether the scale and intensity of the activity is appropriate on the site.</li> <li>6. The extent to which the adverse effects of the activity can be avoided, remedied or mitigated.</li> </ol>
<p>RES-MD11</p>	<p>Housing of animals</p> <ol style="list-style-type: none"> <li>1. The extent to which the nature and scale of activity, including the number and type of animals is appropriate for the proposed site and the receiving environment.</li> <li>2. Any measures to internalise adverse effects and avoid conflict and potential reverse sensitivity effects on activities anticipated in the zone.</li> <li>3. The extent to which the activity, including any buildings, compounds or part of a site used for animals are sufficiently designed and located or separated from sensitive activities, residential units to avoid adverse effects on residents.</li> <li>4. The extent to which the nature and scale of the activity and built form will maintain residential character and amenity values.</li> <li>5. The potential for the activity to produce adverse effects, including dust, noise, odour and any measures to internalise adverse effects within the site and any mitigation measures to address effects that cannot be internalised.</li> </ol>
<p>RES-MD2</p>	<p>Residential design principles</p> <ol style="list-style-type: none"> <li>1. Context and character:             <ol style="list-style-type: none"> <li>a. The extent to which the design of the development is in keeping with, or complements, the scale and character of development anticipated for the surrounding area and relevant significant natural, heritage and cultural features.</li> </ol> </li> </ol>

	<ul style="list-style-type: none"> <li>b. The relevant considerations are the extent to which the development:             <ul style="list-style-type: none"> <li>i. includes, where relevant, reference to the patterns of development in and/or anticipated for the surrounding area such as building dimensions, forms, setback and alignments, and secondarily materials, design features and tree plantings; and</li> <li>ii. retains or adapts features of the site that contribute significantly to local neighbourhood character, potentially including existing historic heritage items, Sites of Ngāi Tahu Cultural Significance shown on the planning map, site contours and mature trees.</li> </ul> </li> <li>2. Relationship to the street and public open spaces:             <ul style="list-style-type: none"> <li>a. Whether the development engages with and contributes to adjacent streets, and any other adjacent public open spaces to contribute to them being lively, safe and attractive.</li> <li>b. The relevant considerations are the extent to which the development:                 <ul style="list-style-type: none"> <li>i. orientates building frontages including entrances and windows to habitable rooms toward the street and adjacent public open spaces;</li> <li>ii. designs buildings on corner sites to emphasise the corner;</li> <li>iii. needs to minimise south-facing glazing to minimise heat loss; and</li> <li>iv. avoids street façades that are blank or dominated by garages.</li> </ul> </li> </ul> </li> <li>3. Built form and appearance:             <ul style="list-style-type: none"> <li>a. The extent to which the development is designed to minimise the visual bulk of the buildings and provide visual interest.</li> <li>b. The relevant considerations are the extent to which the development:                 <ul style="list-style-type: none"> <li>i. divides or otherwise separates unusually long or bulky building forms and limits the length of continuous rooflines;</li> <li>ii. utilises variety of building form and/or variation in the alignment and placement of buildings to avoid monotony;</li> <li>iii. avoids blank elevations and façades dominated by garage doors; and</li> <li>iv. achieves visual interest and a sense of human scale through the use of architectural detailing, glazing and variation of materials.</li> </ul> </li> </ul> </li> <li>4. Residential amenity:             <ul style="list-style-type: none"> <li>a. In relation to the built form and residential amenity of the development on the site (i.e. the overall site prior to the development), the extent to which the development provides a high level of internal and external residential amenity for occupants and neighbours.</li> <li>b. The relevant considerations are the extent to which the development:                 <ul style="list-style-type: none"> <li>i. provides for outlook, sunlight and privacy through the site layout, and orientation and internal layout of residential units;</li> <li>ii. directly connects private outdoor spaces to the living spaces within the residential units;</li> </ul> </li> </ul> </li> </ul>
--	---

	<ul style="list-style-type: none"> <li>iii. ensures any communal private open spaces are accessible, usable and attractive for the residents of the residential units; and</li> <li>iv. includes tree and garden planting particularly relating to the street frontage, boundaries, accessways, and parking areas.</li> </ul> <p>5. Access, parking and servicing:</p> <ul style="list-style-type: none"> <li>a. The extent to which the development provides for good access and integration of space for parking and servicing.</li> <li>b. The relevant considerations are the extent to which the development:             <ul style="list-style-type: none"> <li>i. integrates access in a way that is safe for all users, and offers convenient access for pedestrians to the street, any nearby parks or other public recreation spaces;</li> <li>ii. provides for parking areas and garages in a way that does not dominate the development, particularly when viewed from the street or other public open spaces; and</li> <li>iii. provides for suitable storage and service spaces which are conveniently accessible, safe and/or secure, and located and/or designed to minimise adverse effects on occupants, neighbours and public spaces.</li> </ul> </li> </ul>
<p>RES-MD3</p>	<p>Use of residential unit as a show home</p> <ul style="list-style-type: none"> <li>1. The extent to which use of the residential unit will impact on neighbouring properties in terms of the following matters:             <ul style="list-style-type: none"> <li>a. hours of operation and movement to and from the site by members of the public;</li> <li>b. duration of the activity and its impact on residential amenity values;</li> <li>c. traffic generation including consideration of on-site and off-site parking; and</li> <li>d. impacts on adjacent residents in terms of privacy, in particular adjacent outdoor living spaces.</li> </ul> </li> </ul>
<p>RES-MD4</p>	<p>Traffic generation</p> <ul style="list-style-type: none"> <li>1. The extent to which the traffic generated is appropriate to the residential character, amenity, safety and efficient functioning of the access and road network taking into account:             <ul style="list-style-type: none"> <li>a. in the case of effects on residential character and amenity values:                 <ul style="list-style-type: none"> <li>i. any adverse effects in terms of noise and vibration from vehicles entering and leaving the site or adjoining road, and their incompatibility with the noise levels acceptable in the respective living environments;</li> <li>ii. any reduction in the availability of on-street parking for residents, occupants or visitors to adjoining residential sites to the point that it becomes a nuisance; and</li> <li>iii. the ability to mitigate any adverse effects of the additional traffic generation such as through the location and design of vehicle crossings, parking areas and loading areas or through the provision of screening and other factors that will reduce the effect of the additional traffic generation, such as infrequency of the activity, or limited total time over which the traffic movements occur; and</li> </ul> </li> <li>b. in the case of the safe and efficient functioning of the road network:</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>i. any cumulative effect of traffic generation from the activity in conjunction with traffic generation from other activities in the vicinity;</li> <li>ii. adverse effects of the proposed traffic generation on activities in the surrounding living environment;</li> <li>iii. consistency of levels of traffic congestion or reduction in levels of traffic safety with the classification of the adjoining road;</li> <li>iv. the variance in the rate of vehicle movements throughout the week and coincidence of peak times with peak traffic movements on the wider network; and</li> <li>v. the location of the proposed access points in terms of road and intersection efficiency and safety, and the adequacy of existing or alternative access points.</li> </ul>
<p>RES-MD5</p>	<p>Impact on neighbouring property</p> <ol style="list-style-type: none"> <li>1. The extent to which the increased height, reduced setback, or recession plane intrusion would result in buildings that do not compromise the amenity values of adjacent properties taking into account: <ul style="list-style-type: none"> <li>a. overshadowing of adjoining sites resulting in reduced sunlight and daylight admission to internal living spaces and external living spaces, or open space beyond that anticipated by the recession plane;</li> <li>b. any loss of privacy through being overlooked from neighbouring buildings;</li> <li>c. dominance and character effects arising from scale;</li> <li>d. whether development on the adjoining site, such as a large building setback, location of outdoor living spaces, or separation by land used for vehicle access, reduces the need for protection of adjoining sites from overshadowing;</li> <li>e. whether there are alternative practical options for meeting the functional requirements of the building in a compliant manner; and</li> <li>f. the ability to mitigate any adverse effects of increased height or recession plane breaches through increased separation distances between the building and adjoining sites, the provision of landscaping, screening or any other methods.</li> </ul> </li> </ol>
<p>RES-MD6</p>	<p>Road boundary setback</p> <ol style="list-style-type: none"> <li>1. The effect of a building's reduced setback on amenity and visual streetscape values, especially where the frontage is to an arterial road or collector road that has a gateway function to a township.</li> <li>2. The extent to which the reduced setback of the building is opposite any Residential Zones, Rural Zones, or Open Space and Recreation Zones and the effects of a reduced setback on the amenity and outlook of those zones.</li> <li>3. The extent to which the building presents a visually attractive frontage to the street through the inclusion of glazing, ancillary offices, and showrooms in the front façade.</li> <li>4. The extent to which the visual effects of a reduced setback are mitigated through site frontage landscaping, the width of the road corridor, and the character of existing building setbacks in the wider streetscape.</li> </ol>

RES-MD7	<p>Outdoor storage</p> <ol style="list-style-type: none"> <li>1. The extent of visual impacts of outdoor storage on the adjoining environment.</li> <li>2. The extent to which site constraints and/or the functional requirements of the activity necessitate the location of storage within the setback.</li> <li>3. The extent of the effects on the amenity values generated by the type and volume of materials to be stored.</li> <li>4. The extent to which any proposed landscaping or screening mitigates effects on amenity values of the outdoor storage.</li> </ol>
RES-MD8	<p>Outdoor living space</p> <ol style="list-style-type: none"> <li>1. The extent to which outdoor living spaces provide useable space and contribute to overall onsite spaciousness.</li> <li>2. The extent to which the size and quality of communal outdoor space or other open space in the immediate vicinity of the residential unit compensates for the reduction in outdoor living space requirements.</li> <li>3. The extent to which the retention of mature vegetation compensates for a reduction in outdoor living space provision by providing an alternative form of amenity for the site.</li> </ol>
RES-MD9	<p>Impact of trees on neighbouring property</p> <ol style="list-style-type: none"> <li>1. The extent the planting of trees will affect the amenity values or create shading on adjoining property.</li> </ol>
RMA	Resource Management Act 1991
RPS	Canterbury Regional Policy Statement
RRDS	Rural Residential Development Strategy
RURZ-MD1	<p>Natural environment values</p> <p>The term natural environment values describes those matters addressed in the Chapters under the Natural Environment Values heading in the District Plan.</p> <ol style="list-style-type: none"> <li>1. The extent to which there are any adverse effects on SNAs or effects on the ability to maintain or enhance indigenous biodiversity.</li> <li>2. The extent to which there are any adverse effects on the values of ONL and ONF from an activity adjoining these areas.</li> <li>3. The extent to which there are any adverse effects on the natural character and values of freshwater bodies.</li> <li>4. The extent to which adverse effects on sites, areas or values associated with natural environment values can be avoided, remedied or mitigated.</li> </ol>
RURZ-MD2	<p>Housing of animals</p> <ol style="list-style-type: none"> <li>1. The extent to which the nature and scale of activity, including the number and type of animals is consistent with the characteristics of the proposed site and the receiving environment.</li> <li>2. Any measures to internalise adverse effects and avoid conflict and potential reverse sensitivity effects on activities anticipated in the zone.</li> <li>3. The extent to which the activity, including any buildings, compounds, or part of a site used for housing animals are sufficiently designed and located or separated from sensitive activities, residential units, and boundaries of residential zones to avoid adverse effects on residents.</li> <li>4. The extent to which the nature and scale of the activity and built form will maintain rural character and amenity values.</li> </ol>

	<ol style="list-style-type: none"> <li>5. The potential for the activity to produce adverse effects, including dust, noise, odour, and any measures to internalise adverse effects within the site, and any mitigation measures to address effects that cannot be internalised.</li> <li>6. Access and vehicle movements on the site and the safety and efficiency of the roading network.</li> </ol>
<p>RURZ-MD3</p>	<p>Character and amenity values of the activity</p> <ol style="list-style-type: none"> <li>1. The use, intensity and scale of the operation on the site and the built form is compatible with, and maintains rural character and amenity values of the surrounding zone.</li> <li>2. The extent to which the site layout and building design and intensity of the activity will internalise and mitigate effects including noise, lighting, impact on privacy and traffic.</li> <li>3. The extent to which the activity/facility has a practical or functional need or operational need to be located in the area.</li> <li>4. The extent to which the activity may result in conflict and/or reverse sensitivity effects with other activities occurring on adjacent rural sites.</li> <li>5. Any benefits derived from the activity being undertaken on the site.</li> <li>6. The extent to which the scale of the activity will cause demands for the uneconomic or premature upgrading or extension of the three waters reticulation network, roading, street lighting and footpaths.</li> <li>7. Access and vehicle movements on the site and the safety and efficiency of the roading network.</li> <li>8. The extent to which the adverse effects of the activity can be avoided, remedied and mitigated.</li> </ol>
<p>RURZ-MD4</p>	<p>Forestry, Carbon Forest, Woodlots</p> <ol style="list-style-type: none"> <li>1. The extent of adverse effects from the additional shading resulting from the non-compliance, taking into account the use of the affected sites, the amount of shadow cast and the period of time adjacent sites are affected.</li> <li>2. The ability of existing topography or vegetation to mitigate any adverse shading effects on the adjoining site.</li> <li>3. The nature of the use of adjoining sites and the extent to which the activity may result in conflict and/or reverse sensitivity effects with activities on adjacent sites.</li> <li>4. Any shading effects on the transport network.</li> </ol>
<p>RURZ-MD5</p>	<p>Rural sales</p> <ol style="list-style-type: none"> <li>1. The extent to which the intensity and scale of the activity and built form is compatible with the character and amenity of the zone.</li> <li>2. The extent to which the activity may result in conflict and/or reverse sensitivity effects with other activities occurring on adjacent rural land.</li> <li>3. Hours and days of operation and the extent to which they are compatible with the rural zone.</li> <li>4. Access and vehicle movements on the site and the safety and efficiency of the roading network.</li> <li>5. Extent of impervious surfaces and landscaping.</li> <li>6. For rural produce retail (excluding farmers' markets), the extent to which the scale and intensity of the activity is secondary to the rural activity on the site.</li> <li>7. Access and vehicle movements on the site and the safety and efficiency of the roading network.</li> </ol>

	<p>8. The extent to which the adverse effects of the activity can be avoided, remedied or mitigated.</p>
<p>RURZ-MD6</p>	<p>Coverage</p> <ol style="list-style-type: none"> <li>1. The intensity and scale of the built form and the extent to which it is appropriate to the zone and will maintain the character and amenity values of the zone.</li> <li>2. The extent to which the building coverage breach is necessary due to the shape or natural and physical features of the site.</li> <li>3. The extent to which the building coverage breach is necessary to facilitate practical use of the building or day to day management of the site, including the need to align with existing buildings in the vicinity and their associated use.</li> <li>4. The need for the building coverage breach to allow more efficient or practical use of the remainder of the site or the long term protection of notable trees, historic heritage items or natural features on the site.</li> <li>5. Extent of impervious surfacing on the site.</li> <li>6. Any impacts on stormwater management or the management of water on the site.</li> <li>7. The extent to which the additional site coverage will constrain the potential for land with high quality soils to be used for productive purposes.</li> </ol>
<p>RURZ-MD7</p>	<p>Height</p> <ol style="list-style-type: none"> <li>1. The extent to which building design, siting and external appearance adversely impacts on rural character and amenity values.</li> <li>2. The extent to which there is a practical need and functional need to the additional height for the building.</li> <li>3. The extent to which any increased building height will result in visual dominance, loss of privacy and outlook of adjoining sites or incompatibility with the scale and character of buildings within and surrounding the site.</li> <li>4. The need for the height breach to allow more efficient or practical use of the remainder of the site.</li> <li>5. The ability to mitigate adverse effects through the use of screening, planting, landscaping and alternative design.</li> </ol>
<p>RURZ-MD8</p>	<p>Setbacks</p> <ol style="list-style-type: none"> <li>1. The extent to which building design, siting and external appearance adversely impacts on rural character and amenity values.</li> <li>2. Site topography and orientation and the extent to which the building or structure can be more appropriately located.</li> <li>3. The effect on nearby properties, including outlook, privacy, shading and sense of enclosure.</li> <li>4. The extent to which the reduction in the setback is necessary due to the shape or natural and physical features of the site.</li> <li>5. The need for the setback breach to allow more efficient or practical use of the remainder of the site or the long term protection of notable trees, historic heritage items or natural features on the site.</li> <li>6. The extent to which the activity may result in conflict and/or reverse sensitivity effects with other permitted activities occurring on adjacent rural properties.</li> </ol>

	<p>7. The extent to which any reduced boundary setback will result in potential for activities within the building to give rise to disturbance to neighbours or nuisance effects.</p> <p>8. With respect to a road setback, any adverse effects on the efficient and safe functioning of the road.</p>
SAL	Significant Amenity Landscapes
SASM	Sites and areas of significance to Māori
SASM-MD1	<p>Wāhi tapu and wāhi taonga</p> <ol style="list-style-type: none"> <li>1. The potential adverse effects, including on sensitive tangible and/or intangible Ngāi Tūāhuriri values as determined by Te Ngāi Tūāhuriri Rūnanga through consultation, and how the development or activity responds to, or incorporates the outcome of that consultation.</li> <li>2. Effects on sites of archaeological value, including consideration of the need to impose an accidental discovery protocol or have a cultural or archaeological monitor present (including the resourcing).</li> <li>3. The extent to which sites of cultural significance are protected.</li> <li>4. Any cultural impact assessment that has been undertaken by a Te Ngāi Tūāhuriri Rūnanga mandated writer and the proposal's consistency with values and recommendations identified.</li> <li>5. In respect of sites on the New Zealand Heritage List Rārangī Kōrero, whether HNZPT has been consulted and the outcome of that consultation.</li> <li>6. In respect of infrastructure, the extent to which the proposed infrastructure has a functional need or operational need for its location, and whether alternative locations or layout would be suitable.</li> </ol>
SASM-MD2	<p>Ngā tūranga tūpuna</p> <ol style="list-style-type: none"> <li>1. Where Te Ngāi Tūāhuriri Rūnanga has been consulted, the outcome of that consultation, and how the development or activity responds to, or incorporates the outcome of that consultation, including the incorporation of mana whenua associations with areas/sites within Ngā tūranga tūpuna areas.</li> <li>2. Whether and the extent to which the proposal will result in the disturbance of any culturally significant sites and proposed mitigation measures.</li> <li>3. Effects of the proposal on Ngāi Tahu values and proposed mitigation measures.</li> <li>4. Whether, and the extent to which, the proposed activity will result in the removal of indigenous vegetation and the proposed mitigation measures.</li> <li>5. Adverse effects on mahinga kai and other customary uses, and access for these purposes.</li> <li>6. Whether, and the extent to which, the proposal maintains or restores natural features with cultural values within these areas.</li> <li>7. Effects on sites of archaeological value, including consideration of the need to impose an accidental discovery protocol or have a cultural or archaeological monitor present (including the resourcing).</li> <li>8. The extent to which the proposed activity will affect the natural character of Te Tai o Mahaanui (the coastal environment).</li> <li>9. In respect of infrastructure, the extent to which the proposed infrastructure has a functional need or operational need for its location, and whether alternative locations or layout would be suitable.</li> </ol>



SASM-MD3	<p>Ngā wai</p> <ol style="list-style-type: none"> <li>1. Where Te Ngāi Tūāhuriri Rūnanga has been consulted, the outcome of that consultation, and how the development or activity responds to, or incorporates the outcome of that consultation.</li> <li>2. Effects on sites of archaeological value, including consideration of the need to impose an accidental discovery protocol or have a cultural or archaeological monitor present (including the resourcing).</li> <li>3. Effects of the proposal on Ngāi Tahu values and proposed mitigation measures, including new planting and improved access for customary use.</li> <li>4. Whether, and the extent to which, the proposed activity will result in the removal of indigenous vegetation and the proposed mitigation measures.</li> <li>5. Adverse effects on mahinga kai and other customary uses, and access for these purposes.</li> <li>6. The extent to which the proposed activity will affect the natural character values of the water body and its margins.</li> <li>7. The manner in which any wastewater system and stormwater infrastructure recognise the cultural significance of ngā wai and do not create additional demand to discharge directly to any water body.</li> <li>8. In respect of infrastructure, the extent to which the proposed infrastructure has a functional need or operational need for its location, and whether alternative locations or layout/methodology would be suitable.</li> </ol>
SIGN-MD1	<p>Transport safety</p> <ol style="list-style-type: none"> <li>1. The extent to which the sign's size, location, design, content, illumination, and any digital transitions, could adversely affect transport safety, cause confusion, distraction or an obstruction to any road user.</li> <li>2. The complexity and sensitivity of the receiving environment.</li> </ol>
SIGN-MD2	<p>Amenity values and character</p> <ol style="list-style-type: none"> <li>1. The extent to which the sign's size, height, location, design, illumination and any digital transitions would affect: <ol style="list-style-type: none"> <li>a. the character, form, or function of the site and the surrounding area; and</li> <li>b. the amenity values of the site and surrounding sites, including for the occupants of these surrounding sites.</li> </ol> </li> <li>2. The extent to which the sign would create visual clutter when combined with existing signs on the site or on adjoining sites.</li> <li>3. The extent to which the sign would detract from the integration of new subdivision developments with their surrounding areas.</li> </ol>
SIGN-MD3	<p>Heritage values</p> <ol style="list-style-type: none"> <li>1. The extent to which the sign would detract from the heritage values of the historic heritage item.</li> <li>2. The extent to which the design of the sign complements the historic heritage item.</li> <li>3. The extent to which the means of fixing the sign will adversely affect the heritage values of the historic heritage item.</li> </ol>
SIGN-MD4	<p>Natural and landscape values</p> <ol style="list-style-type: none"> <li>1. The extent to which the sign would detract from the natural and landscape values of the Natural Open Space Zone, ONL, ONF, SAL,</li> </ol>

	HNC, VHNC, ONC, or natural character of scheduled freshwater body setback.
SNA	Significant Natural Area
SPZ-HOS-MD1	<p>Context and character</p> <ol style="list-style-type: none"> <li>1. The extent to which the proposed development:             <ol style="list-style-type: none"> <li>a. addresses the character, sunlight and outlook of, and landscape and visual effects on, adjacent sites;</li> <li>b. provides for intensification of services within the existing site, and enables greater efficiency of use of the existing facilities and site, rather than requiring expansion beyond the site boundaries; and</li> <li>c. takes into account the operational need, functional need, accessibility and security requirements of the site and facility.</li> </ol> </li> </ol>
SPZ-HOS-MD2	<p>Building and site design</p> <ol style="list-style-type: none"> <li>1. The extent to which the proposed development:             <ol style="list-style-type: none"> <li>a. is designed and laid out to promote a safe environment taking into account the principles of CPTED;</li> <li>b. orientates active areas of buildings and the site to the street and site access points;</li> <li>c. in terms of built form and design, contributes positively to the amenity values of the hospital site and adjacent sites;</li> <li>d. avoids, remedies or mitigates actual or potential adverse visual and landscape effects resulting from building scale, form and location;</li> <li>e. provides for ease of access;</li> <li>f. avoids, remedies or mitigates actual or potential adverse shading, privacy or dominance effects on adjacent residential sites by buildings on the hospital site;</li> <li>g. in terms of height, increases building bulk and scale to the extent that it results in actual or potential adverse effects on visual or amenity values of adjacent residential sites;</li> <li>h. avoids, remedies or mitigates actual or potential adverse visual and nuisance effects on adjacent residential sites from traffic movement on hospital sites; and</li> <li>i. takes into account the operational need, functional need, accessibility and security requirements of the site and facility.</li> </ol> </li> </ol>
SPZ-HOS-MD3	<p>Fencing</p> <ol style="list-style-type: none"> <li>1. The extent to which any proposed fencing:             <ol style="list-style-type: none"> <li>a. maintains visibility between the building(s) and the road;</li> <li>b. in terms of location, height and design, is designed and laid out to promote a safe environment, taking into account the principles of CPTED;</li> <li>c. provides variation in height, materials, and transparency; and</li> <li>d. takes into account the operational need, functional need, accessibility and security requirements of the site and facility.</li> </ol> </li> </ol>
SPZ-HOS-MD4	<p>Outdoor storage</p> <ol style="list-style-type: none"> <li>1. The extent to which any proposed outdoor storage area:             <ol style="list-style-type: none"> <li>a. is visually integrated, screened or otherwise accommodated to avoid, remedy or mitigate any actual or potential adverse effects on visual or amenity values of adjacent residential sites;</li> </ol> </li> </ol>

	<ul style="list-style-type: none"> <li>b. involves only partial or reduced screening that may be more appropriate to the site or area; and</li> <li>c. takes into account the operational need, functional need, accessibility and security requirements of the site and facility.</li> </ul>
<p>SPZ-HOS-MD5</p>	<p>Landscaping</p> <ul style="list-style-type: none"> <li>1. The extent to which any proposed landscaping:             <ul style="list-style-type: none"> <li>a. will avoid, remedy or mitigate any actual or potential adverse effects of the following, taking into account the extent to which the site is visible from adjoining sites or public places:                 <ul style="list-style-type: none"> <li>i. building location, bulk and scale;</li> <li>ii. vehicle access and parking areas;</li> </ul> </li> <li>b. will contribute to the amenity values of adjacent residential sites and the public as well as the site;</li> <li>c. distributes landscaping across the site, while giving priority to locating appropriate landscaping in building setbacks from boundaries;</li> <li>d. is comprised of indigenous vegetation naturally occurring within the ecological district within which planting will take place, or is of ecologically similar origin, to enhance local or regional indigenous biodiversity; and</li> <li>e. takes into account the operational need, functional need, accessibility and security requirements of the site and facility.</li> </ul> </li> </ul>
<p>SPZ-HOS-MD6</p>	<p>Height in relation to boundary</p> <ul style="list-style-type: none"> <li>1. The extent to which any height in relation to boundary intrusion:             <ul style="list-style-type: none"> <li>a. will result in:                 <ul style="list-style-type: none"> <li>i. overshadowing and reduced sunlight admission on adjacent residential sites, taking into account the location of residential units on adjacent sites and the position of main living areas and outdoor living spaces;</li> <li>ii. loss of privacy and outlook for adjacent residents;</li> <li>iii. visual dominance; and</li> </ul> </li> <li>b. takes into account the operational need, functional need, accessibility and security requirements of the site and facility.</li> </ul> </li> </ul>
<p>SPZ-KN-MD1</p>	<p>Commercial activities; Commercial services; Rural produce retail; Rural tourism; Office; Public amenities</p> <ul style="list-style-type: none"> <li>1. Development in accordance with Tikanga:             <ul style="list-style-type: none"> <li>a. the extent to which the development achieves or enables the exercise of tikanga as expressed in policies SPZ(KN)-P1, SPZ(KN)-P2 and SPZ(KN)-P3.</li> </ul> </li> <li>2. Traffic Generation and Access:             <ul style="list-style-type: none"> <li>a. the extent to which the traffic generated is in accordance with the character, amenity, safety and efficient functioning of the access and road network;</li> <li>b. the ability to mitigate any adverse effects of the additional traffic generation;</li> <li>c. the location of the proposed vehicle crossing in terms of road and intersection efficiency and safety, including availability or otherwise of space on the road for safe right hand turning into the site.</li> </ul> </li> <li>3. Scale of Non-Residential Business Activity:</li> </ul>

	<ul style="list-style-type: none"> <li>a. the extent to which the scale is consistent with the surrounding environment taking into account:                             <ul style="list-style-type: none"> <li>i. hours of operation;</li> <li>ii. vehicle or pedestrian movements generated;</li> <li>iii. any adverse effects, including unreasonable noise and loss of privacy; and</li> <li>iv. the extent to which the activity contributes to the local employment and the economic base of Ngāi Tūāhuriri and/or the needs of residents in the surrounding area.</li> </ul> </li> <li>4. Infrastructure — Water supply, Wastewater system and Stormwater infrastructure:                             <ul style="list-style-type: none"> <li>a. the extent to which the development is self-sufficient with respect to the provision of potable water supply, wastewater system and stormwater infrastructure, or whether the development will need to connect to public reticulated infrastructure.</li> </ul> </li> <li>5. Community:                             <ul style="list-style-type: none"> <li>a. the extent to which the development is integrated with and supports the development of any existing community facility, cultural facility or recreation facility.</li> </ul> </li> </ul>
<p>SPZ-KN-MD2</p>	<p>Internal boundary building setback</p> <ul style="list-style-type: none"> <li>1. The extent to which the layout and use of spaces maintains adequate levels of privacy and outlook for any adjoining residents, taking into account:                             <ul style="list-style-type: none"> <li>a. the need to enable an efficient, practical and/or pleasant use of the remainder of the site;</li> <li>b. the need to provide future occupants within the development and adjoining properties with adequate levels of daylight and outlook from internal living spaces;</li> <li>c. the need to provide future occupants within the development with adequate levels of privacy from any adjoining neighbouring residential unit or site;</li> <li>d. adequate separation distance from any existing direct facing windows or balconies (within the development or on any adjoining site) or to ensure levels of privacy are maintained; and</li> <li>e. any adverse effects of the proximity or bulk of the building in relation to any adjoining site.</li> </ul> </li> </ul>
<p>SPZ-KN-MD3</p>	<p>Road boundary setback</p> <ul style="list-style-type: none"> <li>1. Any loss of privacy for adjoining properties through overlooking;</li> <li>2. The effects on amenity and character values;</li> <li>3. Reverse sensitivity in relation to noise and vibration; and</li> <li>4. Physical features, existing development and other practicalities that restrict alternative practical locations on the site.</li> </ul>
<p>SPZ-KN-MD4</p>	<p>Building height and height in relation to boundary</p> <ul style="list-style-type: none"> <li>1. The extent to which an increase in building height and any associated increase in the scale and bulk of the building;</li> <li>2. Reflects the cultural and functional requirements of the building and purposes of the zone; and</li> <li>3. Affects on amenity values of adjoining properties, resulting from visual dominance, loss of daylight and sunlight admission, and loss of privacy from overlooking.</li> </ul>
<p>SPZ-KN-MD5</p>	<p>Building coverage</p>

	<ol style="list-style-type: none"> <li>1. The extent to which the additional coverage of the zone with buildings is in context taking into account:             <ol style="list-style-type: none"> <li>a. the function of the building to support Te Ngāi Tūāhuriri Rūnanga to deliver economic, social and cultural development;</li> <li>b. the extent to which the topography and the location, scale, design and appearance of the building, landscaping, natural features or existing buildings mitigate the visual effects of additional buildings; and</li> <li>c. any loss of privacy or other amenity values to adjoining residents and the effectiveness of any mitigation measures.</li> </ol> </li> </ol>
<p>SPZ-KR-MD1</p>	<p>Development design and scale</p> <ol style="list-style-type: none"> <li>1. The extent to which the design and scale of the development adversely affects any nearby natural and cultural environments, and any features or sites of significance to Ngāi Tūāhuriri.</li> <li>2. The extent to which the design and scale of the development results in adverse visual and amenity value effects on adjoining residential sites or any Open Space and Recreation Zones.</li> <li>3. The extent and design of landscaping and open spaces within the development.</li> <li>4. The extent to which CPTED principles have been considered to achieve a safe, secure environment, including the extent to which the development:             <ol style="list-style-type: none"> <li>a. provides for views over, and passive surveillance of, adjacent public and publicly accessible open spaces;</li> <li>b. clearly demarcates boundaries of public and private space;</li> <li>c. makes pedestrian entrances and routes readily recognisable; and</li> <li>d. provides for good visibility with clear sightlines and effective lighting.</li> </ol> </li> <li>5. The extent to which the activity does not adversely affect the function, viability and public investment in the Kaiapoi Town Centre to provide for primarily commercial and community activities.</li> <li>6. The extent to which the activity generates traffic and other effects that impact on the day to day operation and amenity of the local community.</li> </ol>
<p>SPZ-KR-MD2</p>	<p>Height and height in relation to boundary</p> <ol style="list-style-type: none"> <li>1. The effect of any reduced sunlight admission on properties in adjoining residential zones and Natural Open Space Zone or sites listed in APP1, taking account of the extent of overshadowing, the intended use of spaces, and for residential properties, the position of outdoor living spaces or main living areas in buildings.</li> <li>2. The scale of building and its effects on the character of any adjoining residential zones or open space and recreation zones, including outlook from adjoining properties in those zones.</li> <li>3. The effects of any landscaping and trees proposed within the site, or on the boundary of the site in mitigating adverse visual effects.</li> <li>4. The extent to which the recession plane or height breach and associated effects reflect the functional requirements of the activity and the extent to which there are alternative practical options for meeting the functional needs in a compliant manner.</li> </ol>
<p>SPZ-KR-MD3</p>	<p>Internal boundary setbacks</p>

	<ol style="list-style-type: none"> <li>1. The scale and height of buildings within the reduced setback and their impact on the visual outlook of residents and users on the adjoining residential zones, rural zones, or open space and recreation zones.</li> <li>2. The extent to which buildings in the setback enable better use of the site and improve the level of amenity along more sensitive boundaries elsewhere on the site.</li> <li>3. The proposed use of the setback, the visual and other effects of this use and the extent to which a reduced setback and the use of that setback achieves a better amenity outcome for residential neighbours.</li> </ol>
<p>SPZ-KR-MD4</p>	<p>Internal boundary landscaping</p> <ol style="list-style-type: none"> <li>1. The extent of visual effects of outdoor storage and car parking areas, or buildings (taking account of their scale and appearance), as a result of reduced landscaping.</li> <li>2. The extent to which any reduction in landscaping or screening within the setback adequately mitigates the visual dominance of buildings.</li> <li>3. The extent to which the site is visible from adjoining sites in any residential zones or open space and recreation zones and the likely consequences of any reduction in landscaping or screening on the amenity and privacy of those sites.</li> </ol>
<p>SPZ-KR-MD5</p>	<p>Road boundary setbacks</p> <ol style="list-style-type: none"> <li>1. The effect of a building’s reduced setback on amenity and visual streetscape values, especially where the frontage is to an arterial road or collector road.</li> <li>2. The extent to which the reduced setback of the building is opposite residential zones, rural zones, or open space and recreation zones and the effects of a reduced setback on the amenity and outlook of those zones.</li> <li>3. The extent to which the building presents a visually attractive frontage to the street through the inclusion of glazing, ancillary offices, and retail showrooms in the front façade.</li> <li>4. The extent to which the visual effects of a reduced setback are mitigated through site frontage landscaping and the character of existing building setbacks in the wider streetscape.</li> </ol>
<p>SPZ-KR-MD6</p>	<p>Outdoor storage</p> <ol style="list-style-type: none"> <li>1. The extent of visual effects on adjoining sites.</li> <li>2. The extent to which site constraints and/or the functional requirements of the activity necessitate the location of storage within the setback.</li> <li>3. The extent of the amenity effects on pedestrians or residential activities generated by the type and volume of materials to be stored.</li> <li>4. The extent to which any proposed landscaping or screening mitigates amenity effects of the outdoor storage.</li> </ol>
<p>SPZ-KR-MD7</p>	<p>Ecological enhancement planting</p> <ol style="list-style-type: none"> <li>1. The extent to which the proposed ecological enhancement planting:             <ol style="list-style-type: none"> <li>a. is likely to achieve a high level of onsite amenity while minimising the visual effects of activities and buildings on the surroundings;</li> <li>b. supports the growth of other vegetation and the restoration of habitat for indigenous species;</li> <li>c. is protected through the provision of space, or other methods, including plant protection barriers; and</li> <li>d. recognises and provides for Ngāi Tahu/manā whenua values through the inclusion of indigenous species that support the</li> </ol> </li> </ol>

	<p>establishment of ecological corridors, mahinga kai and general ecological restoration.</p> <ol style="list-style-type: none"> <li>2. The extent to which the non-compliance is mitigated through the design, scale and type of landscaping proposed, including the species used.</li> <li>3. The design of the landscaping, having regard to the potential adverse effects on safety for pedestrians and vehicles.</li> </ol>
<p>SPZ-MCC-MD1</p>	<p>Internal boundary landscaping</p> <ol style="list-style-type: none"> <li>1. The extent of visual effects of outdoor storage and car parking areas, or buildings (taking account of their scale and appearance), as a result of reduced landscaping.</li> <li>2. The extent to which any reduction in landscaping or screening within the setback adequately mitigates the visual dominance of buildings.</li> <li>3. The extent to which the site is visible from adjoining sites in any residential or open space and recreation zones and the likely consequences of any reduction in landscaping or screening on the amenity values and privacy of those sites.</li> </ol>
<p>SPZ-MCC-MD2</p>	<p>Internal boundary setback</p> <ol style="list-style-type: none"> <li>1. The scale and height of buildings within the reduced setback and their impact on the visual outlook of residents and users on any adjoining residential zones or open space and recreation zones.</li> <li>2. The extent to which buildings in the setback enable better use of the site and improve amenity values along more sensitive boundaries elsewhere on the site.</li> <li>3. The proposed use of the setback, the visual and other effects of this use and whether a reduced setback and the use of that setback achieves a better amenity outcome for residential neighbours.</li> </ol>
<p>SPZ-MCC-MD3</p>	<p>Internal boundary landscaping</p> <ol style="list-style-type: none"> <li>1. The extent of visual effects of outdoor storage and car parking areas, or buildings (taking account of their scale and appearance), as a result of reduced landscaping.</li> <li>2. The extent to which any reduction in landscaping or screening within the setback adequately mitigates the visual dominance of buildings.</li> <li>3. The extent to which the site is visible from adjoining sites in any residential zone or open space and recreation zone and the likely consequences of any reduction in landscaping or screening on the amenity values and privacy of those sites.</li> </ol>
<p>SPZ-MCC-MD4</p>	<p>Road boundary setbacks</p> <ol style="list-style-type: none"> <li>1. The effect of a building's reduced setback on amenity and visual streetscape values, especially where the frontage is to a strategic road, arterial road or collector road that has a gateway function to a township.</li> <li>2. The extent to which the reduced setback of the building is opposite any residential, rural, or open space and recreation zones and the effects of a reduced setback on the amenity values and outlook of those zones.</li> <li>3. The extent to which the building presents a visually attractive frontage to the street through the inclusion of glazing, ancillary offices, and showrooms in the front façade.</li> <li>4. The extent to which the visual effects of a reduced setback are mitigated through site frontage landscaping, the width of the road</li> </ol>

	<p>corridor, and the character of existing building setbacks in the wider streetscape.</p>
<p>SPZ-MCC-MD5</p>	<p>Outdoor storage and waste management</p> <ol style="list-style-type: none"> <li>1. The extent of visual effects on the adjoining site.</li> <li>2. The extent to which site constraints and/or the functional requirements of the activity necessitate the location of storage within the required setback.</li> <li>3. The extent of the amenity effects on pedestrians or residential activities generated by the type and volume of materials to be stored.</li> <li>4. The extent to which any proposed landscaping or screening mitigates amenity effects of the outdoor storage.</li> <li>5. The extent of any amenity or traffic impacts from a reduced waste management area or alternative location.</li> </ol>
<p>SPZ-PBKR-MD1</p>	<p>Development design and scale</p> <ol style="list-style-type: none"> <li>1. The extent to which the design, scale, density and longevity of the development results in adverse visual and amenity effects on adjoining residential sites or any open space and recreation zones.</li> <li>2. The extent to which the development contributes positively to the adjacent street and public open spaces being safe and attractive, including the degree to which fencing enables interaction between the habitable building and public space.</li> <li>3. The extent and design of landscaping and open spaces within the development.</li> <li>4. The incorporation of CPTED principles to achieve a safe, secure environment, including the extent to which the development:             <ol style="list-style-type: none"> <li>a. provides for views over, and passive surveillance of, adjacent public and publicly accessible open spaces;</li> <li>b. makes pedestrian entrances and routes readily recognisable; and</li> <li>c. provides for good visibility with clear sightlines.</li> </ol> </li> <li>5. The extent to which the activity does not adversely affect the function or capacity of the nearby Kaiapoi Town Centre to provide for primarily commercial and community activities.</li> <li>6. The extent to which the activity generates traffic and other effects that impact on the day to day operation and amenity of the local community.</li> </ol>
<p>SPZ-PBKR-MD2</p>	<p>Height and height in relation to boundary</p> <ol style="list-style-type: none"> <li>1. The effect of any reduced sunlight admission on properties in adjoining residential and open space and recreation zones, taking account of the extent of overshadowing, the intended use of spaces, and for residential properties, the position of outdoor living spaces or main living areas in buildings.</li> <li>2. The effect on privacy of residents and other users in the adjoining zones or on sites listed in Appendix APP1 Regeneration Area Remaining Private Residences and Alternate Zone.</li> <li>3. The scale of building and its effects on the character of any adjoining residential or open space and recreation zones.</li> <li>4. The effects of any landscaping and trees proposed within the site, or on the boundary of the site in mitigating adverse visual effects.</li> <li>5. The effect on outlook from adjoining site.</li> <li>6. The extent to which the recession plane or height breach and associated effects reflect the functional requirements of the activity and</li> </ol>



	<p>the extent to which there are alternative practical options for meeting the functional requirement in a compliant manner.</p>
SPZ-PBKR-MD3	<p>Internal boundary setbacks</p> <ol style="list-style-type: none"> <li>1. The scale and height of buildings, caravans or motor homes located within the reduced setback and their impact on the visual outlook of residents and users on adjoining residential zones or open space and recreation zones.</li> <li>2. The extent to which buildings in the setback enable better use of the site and improve the level of amenity along more sensitive boundaries elsewhere on the site.</li> <li>3. The proposed use of the setback, the visual and other effects of this use and the extent to which a reduced setback and the use of that setback achieves a better amenity outcome for residential neighbours.</li> </ol>
SPZ-PBKR-MD4	<p>Internal boundary landscaping</p> <ol style="list-style-type: none"> <li>1. The extent of visual effects of outdoor storage and car parking areas, or buildings (taking account of their scale and appearance), as a result of reduced landscaping.</li> <li>2. The extent to which any reduction in landscaping or screening within the setback adequately mitigates the visual dominance of buildings.</li> <li>3. The extent to which the site is visible from adjoining sites in residential zones or open space and recreation zones and the likely consequences of any reduction in landscaping or screening on the amenity and privacy of those sites.</li> </ol>
SPZ-PBKR-MD5	<p>Road boundary setbacks</p> <ol style="list-style-type: none"> <li>1. The effect of a building's reduced setback on amenity and visual streetscape values, especially where the frontage is to an arterial road or collector road.</li> <li>2. Whether the reduced setback of the building is opposite residential zones, rural zones, or open space and recreation zones and the effects of a reduced setback on the amenity and outlook of those zones.</li> <li>3. The extent to which the building presents a visually attractive frontage to the street through the inclusion of glazing, ancillary offices, and retail showrooms in the front façade.</li> <li>4. The extent to which the visual effects of a reduced setback are mitigated through site frontage landscaping and the character of existing building setbacks in the wider streetscape.</li> </ol>
SPZ-PBKR-MD6	<p>Outdoor storage</p> <ol style="list-style-type: none"> <li>1. The extent of visual effects on the adjoining site.</li> <li>2. The extent to which site constraints and/or the functional requirements of the activity necessitate the location of storage within the setback.</li> <li>3. The extent of the amenity effects on pedestrians or residential activities generated by the type and volume of materials to be stored.</li> <li>4. The extent to which any proposed landscaping or screening mitigates amenity effects of the outdoor storage.</li> </ol>
SPZ-PBKR-MD7	<p>Ecological enhancement planting</p> <ol style="list-style-type: none"> <li>1. The extent to which the proposed ecological enhancement planting:             <ol style="list-style-type: none"> <li>a. achieves a high level of onsite amenity while minimising the visual effects of activities and buildings on the surroundings;</li> </ol> </li> </ol>

	<ul style="list-style-type: none"> <li>b. supports the growth of other vegetation and the restoration of habitat for indigenous species;</li> <li>c. is protected through the provision of space, or other methods, including plant protection barriers; and</li> <li>d. recognises and provides for Ngāi Tahu/manā whenua values through the inclusion of indigenous species that support the establishment of ecological corridors, mahinga kai and general ecological restoration.</li> </ul> <ol style="list-style-type: none"> <li>2. The extent to which the non-compliance is mitigated through the design, scale and type of landscaping proposed, including the species used.</li> <li>3. The appropriateness and design of landscaping having regard to the potential adverse effects on safety for pedestrians and vehicles.</li> </ol>
<p>SPZ-PBKR-MD8</p>	<p>Visitor and residential accommodation</p> <ol style="list-style-type: none"> <li>1. The extent to which the residential activity or visitor accommodation supports recreation, education and conservation activities in the Tuhaitara Coastal Park.</li> <li>2. The extent to which the residential activity and visitor accommodation activity compliments and supports the amenity and enjoyment of the adjoining Natural Open Space Zone.</li> <li>3. The extent to which the residential activity and visitor accommodation activity results in adverse amenity effects on adjoining residential properties.</li> </ol>
<p>SPZ-PBKR-MD9</p>	<p>Natural hazards</p> <ol style="list-style-type: none"> <li>1. The period of time the proposed building is proposed to remain on site and the risk of flooding from localised rainfall events, an Ashley River/Rakahuri breakout event and sea water inundation over that period, with reference to as built stop-bank heights and modelled storm surge, taking into account central government direction or guidance in relation to projected sea level rise.</li> <li>2. The extent to which the building is readily relocatable.</li> <li>3. The extent to which the proposal avoids, remedies or mitigates the identified natural hazards risks, and includes the following:             <ul style="list-style-type: none"> <li>a. the use of ‘trigger’ decision-points that take into account actual sea level rise and how such triggers will provide advance warning of the need to relocate the building; and</li> <li>b. proposals to manage residual risk.</li> </ul> </li> <li>4. The extent to which the proposal relies on Council infrastructure and the risks to that infrastructure from natural hazards, including taking into account maintenance and repair costs that might fall on the wider community.</li> <li>5. The extent of positive effects resulting from the proposal on the local community and the Tuhaitara Coastal Park.</li> </ol>
<p>SPZ-PR-MCD1</p>	<p>Stormwater or recreational water bodies</p> <ol style="list-style-type: none"> <li>1. Landscaping, planting and screening;</li> <li>2. Accessibility for maintenance purposes;</li> <li>3. Design capacity; and</li> <li>4. Integration into the stormwater network.</li> </ol>
<p>SPZ-PR-MCD2</p>	<p>Design considerations</p> <ol style="list-style-type: none"> <li>1. Design of development in accordance with the ODP.</li> </ol>

	<ol style="list-style-type: none"> <li>2. Design of development in accordance with the Pegasus design guidelines including:             <ol style="list-style-type: none"> <li>a. the bulk, scale, location and external appearance of buildings;</li> <li>b. the creation of active frontages adjacent to roads and public spaces;</li> <li>c. setbacks from roads;</li> <li>d. landscaping;</li> <li>e. streetscaping design;</li> <li>f. application of CPTED principles;</li> <li>g. focus on sustainable design to reduce carbon footprint;</li> <li>h. provision for internal walkways, paths, and cycleways; and</li> <li>i. appropriate legal mechanism to ensure implementation of design responses as relevant;</li> </ol> </li> <li>3. Lighting design that meets the character and amenity values for the activity area.</li> <li>4. Adequate provision of storage and loading/servicing areas and access to all service areas that require ongoing maintenance.</li> <li>5. Enhancement of ecological and natural values.</li> </ol>
<p>SPZ-PR-MCD3</p>	<p>Transportation</p> <ol style="list-style-type: none"> <li>1. Safe, resilient, efficient functioning and sustainable for all transport modes.</li> <li>2. Adverse effects on the character and amenity values of the surrounding area in terms of noise, vibration, dust, nuisance, glare or fumes.</li> <li>3. Provision of safe vehicle access and adequate on-site car parking and circulation and on-site manoeuvring.</li> <li>4. Road and intersection design in accordance with the ODP.</li> <li>5. Compliance with the relevant standards contained within the Transport Chapter.</li> </ol>
<p>SPZ-PR-MCD4</p>	<p>Amenity values</p> <ol style="list-style-type: none"> <li>1. Effects of the development on:             <ol style="list-style-type: none"> <li>a. character and quality of the environment, including natural character, water bodies, ecological habitat and indigenous biodiversity, and sites of significance to Māori;</li> <li>b. existing landscape character values and amenity values of the zone in which it occurs, and the zone of the receiving environment; and</li> <li>c. the surrounding environment such as visual effects, loss of daylight, noise, dust, odour, signs, light spill and glare, including cumulative effects.</li> </ol> </li> <li>2. Effects of hours of operation on the amenity values of any surrounding residential properties, including noise, glare, nuisance, disturbance, loss of security and privacy.</li> <li>3. Incorporation of effective mitigation such as landscaping or screening.</li> </ol>
<p>SPZ-PR-MCD5</p>	<p>Golf facility considerations</p> <ol style="list-style-type: none"> <li>1. Design of development in accordance with the ODP.</li> <li>2. Maintaining 18 hole champion golf course.</li> <li>3. Design of development in accordance with the Pegasus design guidelines including:             <ol style="list-style-type: none"> <li>a. the bulk, scale, location and external appearance of buildings;</li> <li>b. landscaping;</li> </ol> </li> </ol>

	<ul style="list-style-type: none"> <li>c. streetscape and design; and</li> <li>d. appropriate legal mechanism to ensure implementation of all relevant design responses.</li> </ul> <ol style="list-style-type: none"> <li>4. Interface with public roads and open spaces.</li> <li>5. Hours of operation.</li> <li>6. Traffic generation, access and parking.</li> <li>7. Noise duration, timing, noise level and characteristics, and potential adverse effects in the receiving environment.</li> </ol>
<p>SPZ-PR-MCD6</p>	<p>Boundary setback</p> <ol style="list-style-type: none"> <li>1. The extent to which any reduced road boundary setback will detract from the pleasantness, coherence, openness and attractiveness of the site as viewed from the street and adjoining sites, including consideration of:             <ul style="list-style-type: none"> <li>a. compatibility with the appearance, layout and scale of other buildings and sites in the surrounding area; and</li> <li>b. the classification and formation of the road, and the volume of traffic using it within the vicinity of the site.</li> </ul> </li> <li>2. The extent to which the scale and height of the building is compatible with the layout, scale and appearance of other buildings on the site or on adjoining sites.</li> <li>3. The extent to which the reduced setback will result in a more efficient, practical and better use of the balance of the site.</li> <li>4. The extent to which any reduced setback from a transport corridor will enable buildings, balconies or decks to be constructed or maintained without requiring access above, on, or over the transport corridor.</li> </ol>
<p>SPZ-PR-MCD7</p>	<p>Visitor accommodation units</p> <ol style="list-style-type: none"> <li>1. In relation to minimum unit size, where:             <ul style="list-style-type: none"> <li>a. the floor space available and the internal layout represents a viable visitor accommodation unit that would support the amenity values of current and future guests and the surrounding activity area;</li> <li>b. other onsite factors compensate for a reduction in unit sizes e.g. communal facilities; and</li> <li>c. the balance of unit mix and unit sizes within the overall development is such that a minor reduction in the area of a small percentage of the overall units may be warranted.</li> </ul> </li> <li>2. In relation to storage space, where:             <ul style="list-style-type: none"> <li>a. the extent to which the reduction in storage space will adversely affect the functional use of the visitor accommodation unit and the amenity values of neighbouring sites, including public spaces; and</li> <li>b. the extent to which adequate space is provided on the site for the storage of bicycles, waste and recycling facilities and clothes drying facilities.</li> </ul> </li> <li>3. In relation to outdoor living space, where:             <ul style="list-style-type: none"> <li>a. the extent to which the reduction in outdoor living space will adversely affect the ability of the site to provide for amenity values and meet outdoor living needs of likely future guests.</li> </ul> </li> </ol>
<p>SPZ-PR-MCD8</p>	<p>Flooding hazard</p> <ol style="list-style-type: none"> <li>1. The extent to which natural hazards have been addressed, including any actual or potential impacts on the use of the site for its intended purpose, including:</li> </ol>

	<ul style="list-style-type: none"> <li>a. the location and type of infrastructure; and</li> <li>b. any restriction on floor levels as a result of flood hazard risk.</li> </ul> <ul style="list-style-type: none"> <li>2. The extent to which overland flow paths are maintained.</li> <li>3. Any effects from fill on stormwater management on the site and adjoining properties and the appropriateness of the fill material.</li> <li>4. Increased ponding or loss of overland flow paths.</li> </ul>
SRP	Spill Response Plan <b>(Waka Kotahi NZ Transport Agency Woodend Bypass designation)</b>
Structural Mitigation	has the same meaning as in NZS 6806:2010 <b>(Waka Kotahi NZ Transport Agency Woodend Bypass designation)</b>
SUB-MCD1	<p>Allotment area and dimensions</p> <ul style="list-style-type: none"> <li>1. The extent to which allotment area and dimensions enables activities to take place in accordance with the function, role and character of the zone.</li> <li>2. Area and dimensions of allotments for access, utilities, reserves and roads.</li> <li>3. Area and dimensions of allotments created for conservation, restoration or enhancement of any vegetation and habitat site, notable tree or historic heritage item listed in the District Plan, and any other area of significant indigenous vegetation or significant habitat of indigenous fauna, or any other heritage item, or wāhi taonga.</li> <li>4. Any effect that the balance area of a residential subdivision will have on the achievement of any required minimum net household density.</li> </ul>
SUB-MCD10	<p>Reverse sensitivity</p> <ul style="list-style-type: none"> <li>1. Any need to provide a separation distance for any residential unit or minor residential unit from existing activities, and any need to ensure that subsequent owners are aware of potential reverse sensitivity issues from locating near lawfully established rural activities, including but not limited to intensive farming and effluent spreading areas.</li> </ul>
SUB-MCD11	<p>Effects on or from the National Grid</p> <ul style="list-style-type: none"> <li>1. The extent to which the subdivision allows for earthworks, buildings and structures to comply with the safe distance requirements of the NZECP 34:2001 New Zealand Electricity Code of Practice for Electricity Safe Distances.</li> <li>2. The provision for the ongoing efficient operation, maintenance, development and upgrade of the National Grid, including the ability for continued reasonable access to existing transmission lines for maintenance, inspections and upgrading.</li> <li>3. The extent to which potential adverse effects (including visual and reverse sensitivity effects) are mitigated through the location of an identified building platforms.</li> <li>4. The extent to which the design and construction of the subdivision allows for activities to be set back from the National Grid, including the ability to ensure adverse effects on, and from, the National Grid and on public safety and property are appropriately avoided, remedied or mitigated, for example, through the location of roads and reserves under the transmission lines.</li> <li>5. The nature and location of any proposed vegetation to be planted in the vicinity of the National Grid.</li> </ul>

	<ol style="list-style-type: none"> <li>6. The outcome of any consultation with Transpower New Zealand Limited.</li> <li>7. The extent to which the subdivision plan clearly identifies the National Grid and identified building platforms.</li> </ol>
SUB-MCD12	<p>Liquefaction Hazard Overlay</p> <ol style="list-style-type: none"> <li>1. The extent of liquefaction remediation measures to mitigate the effect on future development and associated inground infrastructure through ground strengthening, foundation design and geotechnical or engineering solutions, especially in the case where infrastructure including roads, water supply, and wastewater system are required to be extended to service the subdivision.</li> <li>2. The location and layout of the subdivision, building platforms and service locations in relation to the liquefaction hazard.</li> </ol>
SUB-MCD13	<p>Historic heritage, culture and notable trees</p> <ol style="list-style-type: none"> <li>1. Any effect on historic heritage and on any associated heritage setting.</li> <li>2. The extent that HNZPT has been consulted and the outcome of that consultation.</li> <li>3. The extent that the site has cultural or spiritual significance to mana whenua and the outcome of any consultation undertaken with Te Ngāi Tūāhuriri Rūnanga.</li> <li>4. Opportunities to enhance the physical condition of the historic heritage and its heritage values.</li> <li>5. Any mitigation measures are proposed to be implemented to protect the historic heritage.</li> <li>6. The extent to which the subdivision layout and design provides for the protection of any notable tree or trees.</li> <li>7. Any effect on a notable tree as a result of the subdivision or building platform, and whether alternative methods or subdivision design are available to retain or protect the tree.</li> </ol>
SUB-MCD2	<p>Subdivision design</p> <ol style="list-style-type: none"> <li>1. The extent to which design and construction of roads, service lanes, and accessways will provide legal and physical access that is safe and efficient.</li> <li>2. The extent to which the proposal complies with any relevant ODP or concept plan and any . Where a proposal does not comply with an ODP, the extent to which the proposal achieves the same, or better urban design and environmental outcomes, than provided through the ODP.</li> <li>3. The extent to which allotments provide for solar orientation of buildings to achieve passive solar gain.</li> <li>4. Design of the subdivision and any mitigation of reverse sensitivity effects on infrastructure.</li> <li>5. The provision and location of walkways and cycleways, the extent to which they are separated from roads and connected to the transport network.</li> <li>6. The provision and use of open stormwater channels, wetlands and waterbodies, excluding aquifers and pipes and how they are proposed to be maintained.</li> <li>7. The provision, location, design, protection, management and intended use of reserves and open space.</li> </ol>

	<p>8. The extent to which areas of significant indigenous vegetation or significant habitats of indigenous fauna, the natural character of freshwater bodies, springs, watercourses, notable trees, historic heritage items, or wāhi taonga are protected and their values maintained.</p> <p>9. The extent to which subdivision subject to an ODP:</p> <ol style="list-style-type: none"> <li>a. provides for the protection of routes for future roads, and other public features of the subdivision, from being built on; and</li> <li>b. will not undermine or inhibit the future development of identified new development areas.</li> </ol>
SUB-MCD3	<p>Property access</p> <p>1. The extent to which the subdivision makes provision for:</p> <ol style="list-style-type: none"> <li>a. the location, design, lighting, alignment and pattern of roads in relation to allotments;</li> <li>b. the provision of access;</li> <li>c. the location, design, and provision of vehicle crossings in particular, taking into account infrastructure and street trees in the roading corridor;</li> <li>d. the location and design of footpaths and cycleways including their convenience, safety and separation from roads by visual and/or physical means; and</li> <li>e. road reserves and links to future subdivision on adjoining land.</li> </ol>
SUB-MCD4	<p>Esplanade provision</p> <ol style="list-style-type: none"> <li>1. Esplanade reserve or esplanade strip provision and management where any subdivision adjoins the CMA or a river identified in SUB-S19;</li> <li>2. The purpose of any esplanade reserve or esplanade strip as set out in section 229 of the RMA.</li> <li>3. Any need for reduction in the width of the esplanade reserve or esplanade strip to take account of topography, subdivision design or expected land use;</li> <li>4. The extent to which the esplanade reserve or esplanade strip provides for the protection or enhancement of: <ol style="list-style-type: none"> <li>a. archaeological sites or historic heritage items;</li> <li>b. SNAs;</li> <li>c. notable trees;</li> <li>d. sites and areas of significance to Ngāi Tūāhuriri as set out in SASM-SCHED1; or</li> <li>e. the habitat of trout and salmon (including spawning sites).</li> </ol> </li> <li>5. The extent to which the area to be provided connects, or matches the width of, existing esplanade strips or esplanade reserves for the purpose of conservation, access, recreation or natural hazard mitigation.</li> <li>6. Where the purpose of the esplanade reserve or esplanade strip is to provide for or enhance an ecological corridor, the need to ensure that the integrity of the vegetation is not vulnerable or ineffective due to its narrowness or edge effects.</li> </ol>
SUB-MCD5	<p>Natural hazards</p> <p>1. The extent to which natural hazards have been addressed, including any effects on the use of the site for its intended purpose, including:</p>

	<ul style="list-style-type: none"> <li>a. provision of works for the subdivision including access and infrastructure;</li> <li>b. the location and type of infrastructure;</li> <li>c. location of structures and identified building platforms for natural hazard sensitive activities;</li> <li>d. any restriction on floor levels as a result of flood hazard risk; and</li> <li>e. location and quantity of filling and earthworks that can be affected by the following hazards or which could affect the impact of those hazards on any allotment or other land in the vicinity:             <ul style="list-style-type: none"> <li>i. erosion;</li> <li>ii. flooding and inundation;</li> <li>iii. landslip;</li> <li>iv. rockfall;</li> <li>v. alluvion;</li> <li>vi. avulsion;</li> <li>vii. unconsolidated fill;</li> <li>viii. defensible space for fire safety;</li> <li>ix. soil contamination;</li> <li>x. subsidence; and</li> <li>xi. liquefaction.</li> </ul> </li> <li>2. The extent to which necessary overland flow paths are maintained, including consideration of any culvert development or road access that may impede overland flow.</li> <li>3. Any effects from fill or difference in finished ground levels on stormwater management on the site and adjoining properties and the appropriateness of the fill material.</li> </ul>
<p>SUB-MCD6</p>	<p>Infrastructure</p> <ul style="list-style-type: none"> <li>1. The quantity, security and potability of the water and means, location and design of supply, including;             <ul style="list-style-type: none"> <li>a. for fire-fighting purposes; and</li> <li>b. the location, scale, construction and environmental, including public health, effects of water supply infrastructure and the adequacy of existing supply systems outside the subdivision.</li> </ul> </li> <li>2. The means, design, scale, construction and standard of stormwater infrastructure (including soakage areas and the means and location of any outfall).</li> <li>3. The effectiveness and effects of any measures proposed for mitigating the effects of stormwater runoff, including the control of water-borne contaminants, litter and sediments.</li> <li>4. The location, scale, construction and environmental effects of stormwater infrastructure, and whether or not the proposal requires on-site or area wide stormwater detention (either individually or collectively) to achieve stormwater neutrality or to meet any condition of regional network discharge consents.</li> <li>5. The effect of the subdivision on water quality.</li> <li>6. The extent to which the design of the stormwater infrastructure necessitates specific landscape treatment to mitigate any adverse effects on amenity values.</li> <li>7. The means, design and standard of sewage treatment and disposal where a public reticulated wastewater system is not available.</li> <li>8. The location, scale, construction, maintenance and environmental effects of the proposed wastewater system.</li> </ul>



	<p>9. The adequacy and standard of electricity supply and connectivity to communication infrastructure including phone, internet and broadband.</p>
SUB-MCD7	<p>Mana whenua</p> <ol style="list-style-type: none"> <li>1. The extent to which protection of sites and areas of significance to Ngāi Tūāhuriri is provided for through the subdivision.</li> <li>2. Provision of public access along and in the vicinity of the Taranaki Stream.</li> <li>3. The effectiveness and environmental effects of any measures proposed for mitigating the effects of subdivision on wāhi taonga identified by Te Ngāi Tuahuriri Rūnanga.</li> </ol>
SUB-MCD8	<p>Archaeological sites</p> <ol style="list-style-type: none"> <li>1. Any archaeological sites are identified on the allotments, and any provisions to identify and/or protect archaeological sites.</li> <li>2. Any protocols to provide for wāhi taonga, wāhi tapu, urupā and other historic cultural sites.</li> <li>3. Processes that protect the interests of Te Rūnanga o Ngāi Tahu and Te Ngāi Tuahuriri Rūnanga.</li> </ol>
SUB-MCD9	<p>Airport and aircraft noise</p> <ol style="list-style-type: none"> <li>1. Any reverse sensitivity effect on the operation of the Christchurch International Airport from subdivision; and</li> <li>2. Any effects from aircraft noise on the use of the site for its intended purpose.</li> </ol>
TEMP-MD1	<p>Character and amenity values</p> <ol style="list-style-type: none"> <li>1. Suitability of the location.</li> <li>2. The contribution the temporary activity has to the vibrancy of the District and the physical, social, and cultural well-being of communities.</li> <li>3. Adverse effects on the character and quality of the environment, including natural character, water bodies, ecology, historic heritage and sites of significance to Māori.</li> <li>4. The existing character and amenity values of the zone in which it occurs, and the zone of the receiving environment.</li> <li>5. Potential adverse effects on the surrounding environment such as noise, dust, odour, signs, light spill and glare.</li> <li>6. Scale, intensity and character of the activity including attendance, building coverage, structures, duration, frequency and hours of operation.</li> <li>7. Cumulative effects of all activities, buildings, and signs using the proposed location.</li> <li>8. Building style and/or visual appearance of the temporary activity.</li> <li>9. The extent and effectiveness of mitigation such as screening.</li> <li>10. The extent to which the temporary activity will limit access to spaces that would otherwise be accessible.</li> <li>11. Any cross-boundary effects.</li> </ol>
TEMP-MD2	<p>Transport</p> <ol style="list-style-type: none"> <li>1. The effects on and off the transport system, at and beyond the site including, but not limited to: <ol style="list-style-type: none"> <li>a. traffic generation from the activity and the efficiency of the transport system;</li> <li>b. number and type of vehicles accommodated;</li> </ol> </li> </ol>

	<ul style="list-style-type: none"> <li>c. traffic and pedestrian safety, including visibility both on and off-site;</li> <li>d. land availability and suitability for parking, loading, and manoeuvring;</li> <li>e. any alternative means for provision of parking and loading; and</li> <li>f. any effects on the operation of emergency services.</li> </ul>
TEMP-MD3	<p>Site alteration, disturbance and remediation</p> <ul style="list-style-type: none"> <li>1. The extent to which temporary activities alter or disturb any site, including from earthworks, and the extent of remediation including to any: <ul style="list-style-type: none"> <li>a. land, including grassed areas, trees or other vegetation; and</li> <li>b. biodiversity, ecosystem or habitat.</li> </ul> </li> </ul>
TEMP-MD4	<p>Public safety and security</p> <ul style="list-style-type: none"> <li>1. The extent to which the proposal maximises personal safety and security, including: <ul style="list-style-type: none"> <li>a. lighting, visibility and surveillance that is suitable to maintain a high level of public safety and security;</li> <li>b. ensuring effective access for emergency services is maintained;</li> <li>c. provision of contingency planning for emergency situations;</li> <li>d. provision of clear access routes, including safe movement of pedestrians within the site while avoiding concealment and isolation opportunities;</li> <li>e. entrances and exits, as well as services such as public toilets, that are clearly signposted and easily accessible;</li> <li>f. the extent to which any potential conflicts with other activities (on or off-site) are effectively avoided or minimised; and</li> <li>g. the extent that any off-site effects on personal safety and security are identified and managed.</li> </ul> </li> </ul>
TMP	<p>Traffic Management Plan <b>(Waka Kotahi NZ Transport Agency Woodend Bypass designation)</b></p>
TRAN-MD1	<p>Road design</p> <ul style="list-style-type: none"> <li>1. The extent to which the road will be safe, functional and maintainable at reasonable cost.</li> <li>2. The extent to which use of the road will adversely affect the environment and/or character of the location and surrounding area.</li> <li>3. The extent to which design and use of the road will adversely affect safe and efficient access and use for other current and potential users of the road, including pedestrians and cyclists.</li> <li>4. The extent to which cul-de-sacs with a maximum length greater than 150m will achieve a good urban design and traffic design outcome.</li> <li>5. The extent to which the road design can efficiently and safely accommodate off site parking, particularly for residents or nearby businesses, and provide for unobstructed movement including for service, delivery, or emergency service vehicles.</li> </ul>
TRAN-MD10	<p>Manoeuvring area for parking or loading spaces</p> <ul style="list-style-type: none"> <li>1. The extent to which there would be adverse effects on the efficiency, safety and amenity values of transport users including pedestrians and cyclists within and passing the site, or on accessibility, or on the function of the road.</li> </ul>

	<ol style="list-style-type: none"> <li>2. The number and type of vehicles using the parking, loading or manoeuvring area.</li> <li>3. The extent to which the required manoeuvring area can physically be accommodated on site.</li> <li>4. The extent to which any strategic, arterial or collector road corridor or rail corridor is adversely affected, including by manoeuvring on to or off a site.</li> </ol>
<p>TRAN-MD11</p>	<p>High traffic generators</p> <ol style="list-style-type: none"> <li>1. The findings of an ITA, and the extent to which the ITA addresses the following matters:             <ol style="list-style-type: none"> <li>a. Basic ITA and Full ITA:                 <ol style="list-style-type: none"> <li>i. The estimated number of trips generated by each transport mode to and from the development (public transport, walking, cycling and private vehicles, including heavy vehicles).</li> <li>ii. The extent to which any additional vehicle movements will affect the capacity of the road network.</li> <li>iii. The extent of effects on the operation of public transport infrastructure and any vehicle and pedestrian/cyclist conflicts likely to arise from vehicle movements to and from the development.</li> <li>iv. Access and manoeuvring (safety and efficiency):                     <ol style="list-style-type: none"> <li>a. The extent to which the provision of access and on site manoeuvring area associated with the activity, including vehicle loading and servicing deliveries, affects the safety, efficiency, accessibility of the site (including for people whose mobility is restricted and for emergency service vehicles) and the transport system (including considering the classification of the frontage road in the District Plan road hierarchy).</li> </ol> </li> <li>v. Design and layout:                     <ol style="list-style-type: none"> <li>a. The extent to which the design and layout of the proposed activity maximises opportunities, to the extent practicable, for travel other than by private vehicle, including providing safe and convenient access for travel by such modes.</li> <li>b. The extent to which the design of the development will encourage public transport use.</li> <li>c. The extent to which the design of the proposed development will encourage walking and cycling to nearby destinations.</li> </ol> </li> <li>vi. Heavy vehicles:                     <ol style="list-style-type: none"> <li>a. For activities that will generate 50 or more heavy vehicle movements per day, the extent to which there are any effects from these trips on the roading infrastructure.</li> </ol> </li> <li>vii. Accessibility of the location:                     <ol style="list-style-type: none"> <li>a. The extent to which the proposed activity has demonstrated the accessibility of the site by a range of transport modes, and the extent to which the activity's location will minimise or reduce travel to and from the activity by private vehicles and encourage public and active transport use.</li> </ol> </li> </ol> </li> </ol> </li></ol>

	<ul style="list-style-type: none"> <li>b. The safety, distance and suitability of pedestrian routes to the nearest bus stop.</li> <li>b. Full ITA only (as well as the matters in (a)(i) to (vii) above):             <ul style="list-style-type: none"> <li>i. Network effects:                 <ul style="list-style-type: none"> <li>a. Having particular regard to the level of additional traffic generated by the activity and the extent to which the activity is permitted by the zone in which it is located, the extent to which measures are proposed to adequately mitigate the actual or potential effects on the transport system arising from the anticipated trip generation (for all transport modes) from the proposed activity, including consideration of cumulative effects with other activities in the vicinity, proposed infrastructure, and construction work associated with the activity.</li> <li>b. The extent to which the design and layout of the proposed development maximises opportunities, to the extent considered reasonably practicable, for travel other than by private car.</li> <li>c. The extent of effects of construction traffic on the transport network.</li> <li>d. The extent of any new or modified infrastructure required for public transport, pedestrian, cycling, private vehicles and freight.</li> <li>e. The extent of any mitigation required to improve safety issues for pedestrians, cyclists or mobility impaired users and the nature of those measures.</li> <li>f. The extent to which travel demand management tools such as travel plans are proposed to reduce vehicle trips and associated effects, influence travel mode share and offer travel choice.</li> <li>g. The extent to which there are road, public transport, walking or cycling measures to be funded by the proposed development.                     <ul style="list-style-type: none"> <li>i. Strategic framework:                         <ul style="list-style-type: none"> <li>a. The extent to which the proposal is consistent with the local and regional transport policy framework, including the Canterbury Regional Land Transport Plan 2021-31.</li> </ul> </li> </ul> </li> </ul> </li> </ul> </li> </ul>
<p>TRAN-MD12</p>	<p>Parking space dimensions</p> <ul style="list-style-type: none"> <li>1. The safety and usability of the parking spaces.</li> <li>2. The extent to which any non-compliance with the required minimum parking space dimensions is offset by other means, such as provision of a mix of different types of parking spaces on site (for example, a mix of spaces for 85 percentile and 99 percentile vehicles (see TRAN-APP3), accessible spaces, cycle spaces, or the use of 99 percentile spaces in preference to 85 percentile spaces based on the predominant vehicle size visiting a site).</li> </ul>
<p>TRAN-MD13</p>	<p>Accessible parking spaces</p> <ul style="list-style-type: none"> <li>1. The extent to which the equivalent number of accessible parking spaces can be provided on a separate site which is:</li> </ul>

	<ul style="list-style-type: none"> <li>a. located within a readily accessible distance from the activity for persons whose mobility is restricted; and</li> <li>b. clearly associated with the activity through signs or other means.</li> </ul> <ol style="list-style-type: none"> <li>2. The extent to which the nature of the particular activity is such that it will generate less accessible car parking demand than is required.</li> <li>3. The extent to which the safety of people whose mobility is restricted will be affected by being set down on the street.</li> </ol>
<p>TRAN-MD14</p>	<p>Minimum cycle parking facilities required</p> <ol style="list-style-type: none"> <li>1. The extent to which adequate alternative, safe and secure cycle parking and cycle end-of-trip facilities (such as showers and lockers), meet the needs of the intended users, and are available in a nearby location that is readily accessible.</li> <li>2. The extent to which the parking can be provided and maintained in a jointly used cycle parking area.</li> <li>3. The extent to which a legal agreement has been entered into securing mutual usage of any cycle parking area shared with other activities.</li> <li>4. The extent to which the cycle parking facilities are designed and located to match the needs of the intended users.</li> <li>5. The extent to which the provision, design and location of cycle parking facilities may disrupt pedestrian traffic, disrupt active frontages, or detract from an efficient site layout or amenity values.</li> <li>6. The extent to which the number of cycle spaces and cycle end-of-trip facilities provided are sufficient considering the nature of the activity on the site and the anticipated demand for cycling.</li> <li>7. The extent to which alternative adequate cycle parking is available which is within easy walking distance of the development entrance.</li> <li>8. The extent to which the provision for cyclists is sufficient considering the nature of the activity on the site and the anticipated demand for cycling to the site and adjacent activities.</li> <li>9. The extent to which the provision for cyclists is practicable and adequate considering the location and layout of the site and the operational requirements of the activity on the site.</li> </ol>
<p>TRAN-MD15</p>	<p>Formation of parking, loading and manoeuvring area and associated vehicle crossings and accessways</p> <ol style="list-style-type: none"> <li>1. The extent to which a lack of all-weather surfacing will cause adverse effects.</li> <li>2. The extent to which mud or gravel will be carried on to the road corridor, footpaths, shared use path or cycle lanes.</li> <li>3. The extent to which the materials used for the surface of the area and its stormwater management system will adequately collect and attenuate runoff.</li> <li>4. The extent to which permeable surfaces are suitable.</li> <li>5. The extent to which parking and loading spaces that are not permanently marked will affect the ability to reasonably access and efficiently utilise the spaces.</li> </ol>
<p>TRAN-MD16</p>	<p>Illumination of parking or loading areas</p> <ol style="list-style-type: none"> <li>1. The extent to which a facility is often used during the hours of darkness.</li> <li>2. The extent to which other light sources in the area give adequate light to provide security for users.</li> </ol>

	<ol style="list-style-type: none"> <li>3. The extent to which glare from the light source will adversely affect the safety of the road corridor or rail corridor.</li> <li>4. Any relevant matters of control or discretion in the Light Chapter.</li> </ol>
TRAN-MD17	<p>Queuing space</p> <ol style="list-style-type: none"> <li>1. The extent to which there would be any adverse effects on the safety, amenity values or efficient operation and functioning of the frontage road or adjacent road/rail level crossing.</li> <li>2. The effect of queuing vehicles on the safety of pedestrians and cyclists.</li> </ol>
TRAN-MD18	<p>New buildings, other structures, road intersections, vehicle crossings or vegetation adjacent to road/rail level crossing</p> <ol style="list-style-type: none"> <li>1. Where a new road crosses a rail corridor, or a road intersection or vehicle crossing does not comply with the applicable design requirements in relation to a road/rail level crossing:             <ol style="list-style-type: none"> <li>a. the extent to which the safety and efficiency of rail and road operations will be adversely affected;</li> <li>b. the extent to which a grade separated crossing will be provided; and</li> <li>c. the extent to which connectivity and accessibility for pedestrians, cyclists and vehicles will be improved, without compromising safety.</li> </ol> </li> <li>2. Where minimum setbacks for buildings, other structures or vegetation are not provided:             <ol style="list-style-type: none"> <li>a. the extent to which there will be an adverse effect on the safety of the road/rail level crossing for vehicles and pedestrians; and</li> <li>b. the extent to which visibility and safe sight distances will be adversely affected, particularly to the extent that vehicles entering/exiting the road/rail level crossing can see trains.</li> </ol> </li> <li>3. The outcome of any consultation with KiwiRail.</li> <li>4. Any characteristics of the proposed activity that will make compliance unnecessary.</li> </ol>
TRAN-MD19	<p>Land transport infrastructure</p> <ol style="list-style-type: none"> <li>1. The extent to which there is a need for the development in relation to improving safety, amenity values, efficiency or functionality of transport.</li> <li>2. The extent of adverse effects on the current or future safety and efficiency of transport.</li> <li>3. The extent to which the scale and location of buildings will adversely affect or dominate its surrounding setting including adjacent buildings and the environment, particularly:             <ol style="list-style-type: none"> <li>a. where a larger building is proposed to locate adjacent to areas with smaller buildings, the massing and design of the proposed building should not overly dominate the built scale or open space of the surrounding area. Methods to moderate the bulk of the proposed building may include:                 <ol style="list-style-type: none"> <li>i. varying roof forms;</li> <li>ii. window placement;</li> <li>iii. appropriate use of materials;</li> <li>iv. modulation of facades.</li> </ol> </li> </ol> </li> <li>4. The extent to which a building adversely affects the environment, amenity values or adjacent land uses.</li> </ol>

	<ol style="list-style-type: none"> <li>5. The extent to which there is adequate access to sunlight.</li> <li>6. The extent to which the location and/or the scale of the building does not solely or cumulatively affect public access.</li> <li>7. The extent to which a building results in areas of entrapment or concealment.</li> <li>8. The extent to which the development avoids, remedies or mitigates actual or potential adverse effects.</li> <li>9. If land is being used for non-transport related activities, the extent to which the activity does not undermine the future use of the land for transport purposes.</li> <li>10. The extent to which a development impedes, restricts or compromises safe and efficient transport movement including access, parking, loading and manoeuvring.</li> </ol>
TRAN-MD2	<p>Maximum number of vehicle crossings</p> <ol style="list-style-type: none"> <li>1. The extent to which the number of vehicle crossings will adversely affect the efficient and safe operation of the road.</li> <li>2. The extent of any cumulative effects of the number of vehicle crossings when considered in the context of existing and future vehicle crossings in the vicinity.</li> <li>3. The extent to which any aspect(s) of road design or formation will mitigate adverse effects of the number of vehicle crossings.</li> <li>4. The extent to which any existing landscaping, stormwater management or other infrastructure will be affected by the formation of vehicle crossings.</li> </ol>
TRAN-MD20	<p>Extent of effects</p> <ol style="list-style-type: none"> <li>1. The extent of compliance with the relevant standard(s), and the extent of effects of non-compliance with the relevant standard(s) including cumulative effects.</li> <li>2. Any other relevant assessment matters for the Transport standard not met.</li> <li>3. The outcome of any consultation with <i>Waka Kotahi</i>, KiwiRail or District Council (as applicable).</li> </ol>
TRAN-MD21	<p>Parking or loading and associated manoeuvring area on a site with frontage to a 'Principal Shopping Street' in Rangiora or Kaiapoi</p> <ol style="list-style-type: none"> <li>1. The location and characteristics of the activity to which the parking or loading relates and any factors that would affect generation of parking or loading demand.</li> <li>2. The type of vehicle requiring use of parking or loading facilities.</li> <li>3. The presence of any existing facilities with capacity to absorb additional parking or loading demand.</li> <li>4. The location and suitability of existing or proposed parking or loading or access.</li> </ol>
TRAN-MD22	<p>New stock underpass beneath a road corridor or rail corridor</p> <ol style="list-style-type: none"> <li>1. Whether there will be an adverse effect on the safety and structure of the road corridor or rail corridor.</li> <li>2. Whether connectivity across the road corridor or rail corridor will be improved, resulting in improved safety.</li> <li>3. The outcome of any consultation with <i>Waka Kotahi</i>, KiwiRail, or District Council (as applicable).</li> </ol>
TRAN-MD3	Minimum separation distance between vehicle crossings

	<ol style="list-style-type: none"> <li>1. The extent to which any existing landscaping or stormwater management or other infrastructure will be affected by the location of vehicle crossings.</li> <li>2. The extent to which safety will be adversely affected by conflict between manoeuvring vehicles at vehicle crossings.</li> <li>3. The extent to which there will be sufficient space to accommodate on-street parking demand between vehicle crossings.</li> <li>4. The extent to which lack of complying separation distance between vehicle crossings may contribute to significant adverse cumulative effects with regards the ability to accommodate on-street parking demand in future.</li> <li>5. The extent to which pedestrian and cycle safety may be adversely affected by a lack of complying separation distance between vehicle crossings.</li> </ol>
<p>TRAN-MD4</p>	<p>Minimum separation distance for vehicle crossings from road intersections and pedestrian crossing facility</p> <ol style="list-style-type: none"> <li>1. The extent to which conflict may be created by vehicles queuing across the vehicle crossing.</li> <li>2. The extent to which any potential confusion between vehicles turning at the crossing or the intersection may adversely affect safety.</li> <li>3. The extent of effects on the safety of users of all transport modes.</li> <li>4. The extent to which the number and type of vehicles generated by the activity on the site will adversely affect the safe and efficient use of the frontage road, particularly at times of peak traffic flows.</li> <li>5. The extent to which the speed and volume of vehicles on the road will exacerbate adverse effects of the vehicle crossing on the safety of users of all transport modes.</li> <li>6. The extent to which the geometry of the frontage road and intersections will mitigate adverse effects of the vehicle crossing.</li> <li>7. The extent to which there are present, or planned, traffic controls along the road corridor where the vehicle or pedestrian crossing is proposed.</li> <li>8. The extent of any cumulative effects when considered in the context of existing and future vehicle crossings serving other activities in the vicinity.</li> <li>9. The extent to which traffic mitigation or calming measures are proposed.</li> <li>10. The extent to which the proximity of a vehicle crossing to a pedestrian crossing facility may adversely affect the safe use of the pedestrian crossing facility.</li> </ol>
<p>TRAN-MD5</p>	<p>Vehicle crossing design</p> <ol style="list-style-type: none"> <li>1. The number of pedestrian and cycle movements across the site frontage and the number and type of vehicles using the vehicle crossing.</li> <li>2. The extent to which use of the vehicle crossing will adversely affect the safety and/or efficiency of the frontage road or an adjacent road/rail level crossing including with respect to visibility from the vehicle crossing or proximity of the vehicle crossing to a road/rail level crossing or volume of vehicles using the vehicle crossing.</li> <li>3. The speed at which vehicles will be able to enter/exit the site and the effect of this on the safety of pedestrians, cyclists and other road users.</li> <li>4. The extent to which design takes into account and safely provides for any marked on-road cycle lane, separated cycle lane or shared use</li> </ol>



	<p>path across the site road frontage and the extent to which design may have been modified to adequately address these matters.</p>
<p>TRAN-MD6</p>	<p>Vehicle accessway design</p> <ol style="list-style-type: none"> <li>1. The extent to which the accessway serves more than one site and the extent to which other users of the accessway may be adversely affected.</li> <li>2. The extent to which there are adverse effects on the safety and amenity values of neighbouring sites and/or the function of the transport system.</li> <li>3. The extent of effects on the safety and security of people using the accessway.</li> <li>4. The extent to which the design or use of the accessway disrupts, or results in conflicts with active frontages, convenient and safe pedestrian circulation and cycling flows, or will inhibit access for emergency service vehicles where on site access is required.</li> <li>5. The extent to which the safety of pedestrians, particularly the aged and people whose mobility is restricted, will be compromised by the length of time needed to cross a wider accessway or multiple accessways closely spaced.</li> <li>6. The extent to which the required legal width of the accessway is restricted by the boundaries of an existing site or building.</li> <li>7. The extent to which the gradient or width or other design aspect of the accessway will make the use of the accessway impractical, including inhibiting access for emergency service vehicles where on site access is necessary.</li> <li>8. The extent to which accessway drainage is adequately designed and will not cause adverse effects on neighbouring sites.</li> <li>9. The extent to which vehicles exiting the accessway, and cyclists on the frontage road or shared use path or pedestrians on the footpath, are likely to be aware of each other in time to avoid conflicts.</li> <li>10. The extent to which the speed and volume of vehicles using an accessway and/or the volumes of cyclists and pedestrians on the footpath or shared use path or frontage road, will exacerbate the adverse effects of the accessway on people's safety.</li> <li>11. If a visibility splay is unable to be provided, the extent to which alternative adequate methods of improving pedestrian and cycle safety at the accessway have been provided.</li> </ol>
<p>TRAN-MD7</p>	<p>Sight distance from vehicle crossings</p> <ol style="list-style-type: none"> <li>1. The extent to which the operating speed environment of the road is such that the sight distance requirements can be safely reduced.</li> <li>2. The extent to which sight distance requirements at the vehicle crossing are adequate to provide safe ingress/egress.</li> </ol>
<p>TRAN-MD8</p>	<p>Visibility at vehicle crossings</p> <ol style="list-style-type: none"> <li>1. The extent to which vehicles exiting the vehicle accessway, pedestrians on the footpath, and cyclists on a shared use path or frontage road, are likely to be aware of each other in time to avoid conflicts.</li> <li>2. The extent to which the speed and volume of vehicles using a vehicle accessway, or the volumes of cyclists on a shared use path or frontage road or pedestrians on a footpath, will exacerbate adverse effects of the use of the accessway on safety.</li> </ol>

	<ol style="list-style-type: none"> <li>3. The extent to which the height or permeability of fencing or landscaping affects visibility.</li> <li>4. The extent to which alternative adequate methods of improving pedestrian and cycle safety at the vehicle accessway have been provided.</li> </ol>
<p>TRAN-MD9</p>	<p>Loading spaces</p> <ol style="list-style-type: none"> <li>1. The extent to which the nature and operation of the particular activity will require loading spaces of a different size, number or frequency of use.</li> <li>2. The extent to which an on site shared loading area can be safely and efficiently provided in conjunction with an adjacent activity.</li> <li>3. The nature of any legal agreement that has been entered into securing mutual usage of any loading area shared with other activities.</li> <li>4. The extent to which loading can be safely and efficiently undertaken on the street.</li> <li>5. The extent to which the movement function and/or safety of the surrounding transport system may be adversely affected by extra parked and manoeuvring vehicles on the street.</li> <li>6. The extent to which loading and service functions on the street will disrupt pedestrian and cycling traffic, frontages, or detract from amenity values.</li> <li>7. The extent to which there is an existing on street loading facility near to the site that can be used safely, and the route between the loading facility and the site does not require crossing any road.</li> </ol>
<p>TREE-MD1</p>	<p>Pruning, root protection area, trunk and crown, removal</p> <ol style="list-style-type: none"> <li>1. The character and degree of modification, damage, or destruction of the values of the tree, including the cultural significance of taonga species.</li> <li>2. The extent to which the activity will or may adversely affect the health or structural integrity or visual appearance of the tree.</li> <li>3. The extent to which the activity will be undertaken in a manner consistent with accepted arboricultural standards, practices and procedures.</li> <li>4. The duration and frequency of the activity and the effect on the tree.</li> <li>5. The resilience of the tree, in relation to structural soundness and health and any irreversible effect on the tree.</li> <li>6. The scope for the tree to recover from, or compensate for, any effects from pruning, work in the root protection area or modification of the trunk and crown.</li> <li>7. In relation to a listed group of trees, the extent to which the activity will or may adversely affect the health or structural integrity of the wider group or undermine its unity, setting or other collective significance.</li> <li>8. The extent to which any proposed compensation for the removal of the tree mitigates the loss of the tree and its values.</li> </ol>
<p>TREE-MD2</p>	<p>Extent of benefit or need for the activity or works</p> <ol style="list-style-type: none"> <li>1. The need for the activity to deal with an emergency situation, or to avoid significant risk of effects on human health and safety, or adverse effects on infrastructure, including critical infrastructure.</li> <li>2. The extent of benefits associated with the use and development of the site for activities anticipated by the zoning for the site.</li> </ol>

	<p>3. The extent of benefits associated with the infrastructure, whether there is a functional need or operational need for that location and whether there are any practical alternatives.</p> <p>4. The extent to which the activity will or will not enhance amenity values beyond that achievable by arboricultural or property management alternatives.</p> <p>5. The significance of the tree and extent of loss of notable tree values and amenity values within and beyond the site.</p>
UDS	Greater Christchurch Urban Development Strategy 2007
ULDF	Urban and Landscape Design Framework <b>(Waka Kotahi NZ Transport Agency Woodend Bypass designation)</b>
ULDMP	Urban and Landscape Design Management Plan <b>(Waka Kotahi NZ Transport Agency Woodend Bypass designation)</b>
VEMP	Visual Effects Management Plan <b>(Waka Kotahi NZ Transport Agency Woodend Bypass designation)</b>
VHNC	Very High Natural Character
VMPD	Vehicle movements per day
VPD	Vehicles Per Day
VPH	Vehicles Per Hour
Waka Kotahi	<i>Waka Kotahi</i> NZ Transport Agency
WDDS	Waimakariri District Development Strategy
WRRZRP	Waimakariri Residential Red Zone Recovery Plan 2016