

Proposal: Concurrent Land use and Fee-simple Subdivision of Teitei Drive, Ohakune

Address: 6 Tei tei Drive, Ohakune

District Plan: Ruapehu District Plan (RDP)

Site Zoning	
Zone	Residential Zone
Overlays/Controls	N/A
Designations	N/A

1.0 Rules Assessment

Rule	Compliance/Non-Compliance
District Wide Chapter	
DR 3.3.2 Construction Activities (a) Construction noise emanating from a site shall meet the limits recommended in, and shall be measured and assessed in accordance with, NZS 6803:1999 "Acoustics – Construction Noise".	The application will be able to comply with this standard.
Residential Chapter	
RE 3.3.1 Coverage (a) The maximum coverage of net site area by buildings shall be 35% or 150m ² whichever is the greater.	(a) The application will not result in new building, as these will be designed and established at the time when these residential lots are developed. Nevertheless, as demonstrated in the Design Drawing set, all residential lots are of sufficient size to meet the relevant coverage standard – Complies.
RE 3.3.2 Residential Density (a) In Taumarunui, Ohakune and Waiouru, the maximum density on any one site shall be one dwelling or the equivalent per 450m ² of net site area.	(a) Lots 5 – 19, Lot 23 – 26 and Lot 46 will have a net site area of 450m ² and above – Complies. Lots 1 – 4, Lots 20 – 22, Lots 27 – 45 will have a net site area of less than 450m ² , specifically being: <ul style="list-style-type: none"> - Lots 1 – 4, Lots 38 and 39 = 300m² (150m² less) - Lots 20 = 336m² (114m² less) - Lot 21 = 384m² (66m² less) - Lot 22 = 432m² (18m² less) - Lot 27 = 448m² (2m² less) - Lot 28 = 387m² (63m² less) - Lot 29 = 327m² (123m² less) - Lot 30 = 377m² (73m² less) - Lots 31 – 37 = 373m² (77m² less) - Lots 40 – 45 = 313m² (137m² less)

Rule	Compliance/Non-Compliance
<p>RE 3.3.3 Height</p> <p>(a) The maximum height of any building or part of a building shall be 7.5m or 2m plus the horizontal distance from the nearest site boundary, whichever is less.</p>	<p>(a) The application will not result in new buildings, as these will be designed and established at the time when these residential lots are developed. Nevertheless, as demonstrated in the Design Drawing set, all residential lots are of sufficient size to meet the relevant height standard – Complies.</p>
<p>RE 3.3.4 Fence and Wall Height for National Park</p>	<p>The site is not within National Park – Not applicable.</p>
<p>RE 3.3.5 Yards</p> <p>(a) The minimum yards provided on any site shall be:</p> <ul style="list-style-type: none"> i. Front: 3.0m ii. Side: 1.5m iii. Rear: 3.0m (see Advice Note below) 	<p>(a) The application will not result in new buildings, as these will be designed and established at the time when these residential lots are developed. Nevertheless, as demonstrated in the Design Drawing set, all residential lots are of sufficient size to meet the relevant yard standards – Complies.</p>
<p>RE 3.3.6 Open Space</p> <p>(a) In association with every dwelling for a Residential Activity there shall be a minimum of 50m² of outdoor living space per dwelling being able to accommodate a 5m diameter circle situated adjacent to the principal living area of the dwelling.</p> <p>(b) Any open space provided may be established inclusive of the yard requirements but exclusive of any access space.</p> <p>(c) In addition to the above, in association with every dwelling there shall be a 5m² service court (minimum) that is able to accommodate a 2m diameter circle for the storage of rubbish and recycling and service purposes.</p>	<p>(a) – (c) The application will not result in new buildings, as these will be designed and established at the time when these residential lots are developed. Nevertheless, as demonstrated in the Design Drawing set, all residential lots are of sufficient size to meet the relevant open space standards – Complies.</p>
<p>RE 3.3.7 Noise</p> <p>(a) The Leq noise level and maximum noise level (L_{max}) arising from any activity, with the exception of fire stations, measured at the boundary of any residentially zoned site or within the boundary of any residentially zoned site other than the site generating the noise shall not exceed the following limits:</p> <ul style="list-style-type: none"> i. Daily 7.00am to 8.00pm inclusive – 50 dBLAeq (15 min); ii. All other times - 40 dBLAeq (15 min); iii. 8.00pm to 7.00am: maximum noise 65dB LAF_{max} <p>(b) The Leq noise level and maximum noise level (L_{max}) arising from fire stations measured at the boundary of any site shall not exceed the following limits:</p>	<p>Given the residential nature of the site, it is likely to comply with this standard – Complies.</p>

Rule	Compliance/Non-Compliance
<ul style="list-style-type: none"> i. Monday to Saturday 7.00am to 10.00pm inclusive - 50dBLAeq (15 min); ii. All other times and on public holidays - 45 dBLAeq (15 min); iii. 10.00pm to 7.00am and on public holidays: maximum noise 65dBLAFmax” <p>(c) Fire appliance sirens and call-out sirens for volunteer brigades shall not be subject to the noise limits outlined above, subject to the best practicable option always being adopted to minimise noise levels.</p> <p>(d) Measurement and assessment of noise levels shall be in accordance with New Zealand Standards NZS 6801:2008 Acoustics – Measurement of Environmental Sound and NZS 6802:2008 Acoustics – Environmental Noise</p>	
<p>RE 3.3.9 Lighting and Glare</p> <p>(a) The spill of light onto any site shall not exceed 3 lux (horizontal and vertical) when measured at or within the boundary of any other site.</p>	<p>Given the residential nature of the site, it is likely to comply with this standard – Complies.</p>
<p>RE 3.3.10 Transportation</p> <p>(a) All activities shall demonstrate compliance with the relevant provisions of the “Transport Infrastructure and Car Parking - Rules” section of the District Plan.</p>	<p>(a) As demonstrated in the Design Drawing set, all residential lots can sufficiently provide for at least two parking spaces on-site as required under the relevant chapter – Complies.</p>
<p>RE 3.3.11 Dust</p> <p>(a) Activities must not create a dust nuisance. A dust nuisance will occur if:</p> <ul style="list-style-type: none"> i. There is visible evidence of suspended solids in the air beyond the site boundary; and/or ii. There is visible evidence of suspended solids traceable from a dust source settling on the ground, building or structure on a neighbouring site or water. Dust nuisance will be determined by a Council Officer, taking into account the frequency, intensity, duration, nature and location of the dust nuisance and any previously validated dust complaints relating to the same site. 	<p>Given the residential nature of the site, it is likely to comply with this standard – Complies.</p>
<p>RE 3.3.12 Windows in Dwellings</p> <p>(a) All dwellings on sites adjoining the street shall have a clear glass window (or windows) of at least 2m² facing the street. Houses on corner</p>	<p>(a) The application will not result in new building. This standard will be complied with at the time when these residential lots are developed – Not applicable.</p>

Rule	Compliance/Non-Compliance
<p>sites must have glazing on both facades facing the street, but can reduce the amount of glazing to 1m² on one of the facades.</p> <p>The window/s must be associated with the house and not with garages.</p>	
Subdivision Chapter	
<p>SU 3.6.1 Shape</p> <p>(a) Each new lot shall be of a shape that can accommodate a 10m x 15m rectangle within the permitted yard setbacks unless the purpose of the site is to accommodate a network utility.</p>	<p>(a) All residential lots with a net site area of 450m² and over can accommodate the required shape factor - Complies.</p> <p>For residential lots that are less than 450m² (net), some of them cannot fully accommodate the required shape factor – Does not comply.</p> <p>All reserve lots are of sufficient size to fully accommodate the shape factor – Complies.</p>
<p>SU 3.6.2 Transportation</p> <p>(a) All activities shall demonstrate compliance with the relevant provisions of the “Transport Infrastructure and Car Parking - Rules” section of the District Plan.</p> <p>(b) No new lot shall obtain access to State Highway 4 between the intersection of Bell Road with State Highway 4 and State Highway 41, Taumarunui, and to State Highway 4 in National Park Township, and to State Highway 49 in Ohakune.</p>	<p>(a) As demonstrated in the Design Drawing set, all residential lots can sufficiently provide for at least two parking spaces on-site as required under the relevant chapter – Complies.</p> <p>(b) No lot will obtain access to State Highways – Complies.</p>
<p>SU 3.6.3 Servicing</p> <p>(a) All sites shall have a reticulated sewerage and stormwater system contiguous, or passing through the site, that can be connected with to provide sewerage and stormwater services to the site.</p> <p>(b) All sites shall be provided with an underground electricity supply to the boundary of the site.</p> <p>(c) Any necessary easements for the protection of telecommunications services shall be provided where they cross any right of way or access lot. All such easements shall be in favour of the telecommunications provider.</p> <p>(d) All sites shall be adequately serviced in terms of firefighting water supply, with the exception of Rangataua.</p>	<p>(a) As detailed in the Engineering Services Report and the engineering plans, all lots will be adequately serviced and provided with the most suitable sewerage and stormwater systems – Complies.</p> <p>(b) All residential lots will be provided within an underground electricity supply to the boundary of the site – Complies.</p> <p>(c) No easement has been identified or is required as per the submitted subdivision scheme plan. Nevertheless, easements will be provided should an easement is required – Complies.</p> <p>(d) All residential lots will be adequately serviced for firefighting water supply – Complies.</p>
Transport, Infrastructure and Car Parking	
<p>TI 3.3.1 Road Intersections</p> <p>(a) Separation</p> <p>(i) The minimum separation distance set out in Table 1 of TI3 shall be provided at new intersections. The separation distance</p>	<p>(a) The Teitei Drive/Road A intersection and Road A/Road B/ Road E intersection will have a separation of some 45 metres between them (min 125 m required) – Does not comply</p>

Rule	Compliance/Non-Compliance
<p>shall be measured between the centrelines of the intersecting roads.</p> <p>(b) Sight Distance</p> <p>(i) The minimum sight distance as set out in Table 2 of TI3 shall be available from any new intersection. The sight distance shall be measured in accordance with Diagram TI1 – Sight Distance Measurement Diagram. In the event the 85th percentile speed (km/h) has not been determined, the legal road speed limit plus 10% shall be substituted in place of the 85th percentile speed (km/h).</p> <p>(c) Where an intersection is proposed with a State Highway, the approval of the NZTA is required. The NZTA has its own standards and rules and it is recommended that applicants refer to these. The District Plan standards do not apply where they conflict with the standards of NZTA.</p>	<p>The Road A/Road B/Road E intersection and Road A/Road E (south) intersection will be separated by some 73 metres (min. 125 m required) – Does not comply</p> <p>The Road A/Road B/Road E intersection and Road B/Road C intersection will be separated by some 70 metres (min. 125m required) – Does not comply</p> <p>The Road A/Road E (south) intersection and Road A/Road D intersection will be separated by some 108 metres (min.125 m required) – Does not comply</p> <p>The Road A/Road D intersection and Road C/Road D intersection will have a separation of some 65 metres (min. 125m required) – Does not comply</p> <p>The Road B/Road C intersection and Road C/Road D intersection will be separated by more than 130 metres (min. 125 m required) – Complies</p> <p>(b) Minimum sight distance will not be available (minimum of 125 m ESD or a minimum of 80 m SISD required) – Does not comply</p> <p>(c) No intersection is proposed with a State Highway – Not applicable.</p>
<p>TI 3.3.2 Vehicle Accesses</p> <p>(a) Separation</p> <p>(b) Sight Distance</p> <p>(c) Location</p> <p>(d) Design</p> <p>(e) Access Width and Pavement Formation</p>	<p>(a) – (e) The application will not result in new vehicle access, as these will be determined and established at the time when these residential lots are developed – Not applicable.</p>
<p>TI 3.3.3 Parking</p> <p>(a) Number</p> <p>(i) Two parking spaces are required for residential activity.</p> <p>(ii) When the assessment of the number of parking spaces required in respect of the use of any building results in a fractional space being involved (...)</p> <p>(iii) Where an activity is secondary and accessory to the principal activity (...)</p>	<p>(a) There are sufficient spaces to accommodate at least two parking spaces on site, including one of them to be an accessible car park, for all residential lots – Complies.</p> <p>(b) No parking space will be formed for the residential lots as part of the application. For any on-street parking spaces, all of them will be formed and marked in accordance with the standards – Complies.</p>

Rule	Compliance/Non-Compliance
<ul style="list-style-type: none"> (iv) At least one accessible car parking spaces shall be provided for when 1-20 car parking spaces are required. (b) Finish <ul style="list-style-type: none"> (i) All car parks, excluding those solely for residential purposes and rural activities shall be finished in an all-weather, dust free surface and marked so as to ensure orderly parking and optimum space utilisation. The finish of the car park shall ensure that there is no migration of the finish material from the site and/or onto any road. (c) Layout and Dimensions <ul style="list-style-type: none"> (i) All car parking spaces shall be dimensioned and laid out in accordance with Table 7 and Diagram T16. (ii) Access to site fronting an arterial or collector road (...) (iii) Accessible car parking spaces for people with disabilities shall be a minimum width of 3.5m. It is permissible for adjacent accessible car parking spaces to share a 1.1m wide strip to allow access to and from either vehicle. (d) Stormwater <ul style="list-style-type: none"> (i) Storm water shall be managed in a way that avoids, remedies or mitigates the potential for surface flooding. (ii) Stormwater contaminants (eg, grit, oil and sediment) shall be managed in a way that avoids, remedies or mitigates their potential adverse effects on the receiving environment. (e) Screening <ul style="list-style-type: none"> (i) All car parking areas of four or more car parks (...) (f) Landscaping <ul style="list-style-type: none"> (i) Where a car parking area incorporates more than five car parks (...) 	<ul style="list-style-type: none"> (c) There are sufficient spaces to accommodate parking spaces on site with the complying dimensions – Complies. (d) Stormwater for parking spaces onsite for each residential lot will be managed in accordance with the standards at the time such lots are developed. For any on-street parking spaces, all of them will be managed in accordance with the standards – Complies (e) It is anticipated two parking spaces to be provided for each residential lot. Thereby this standard is not applicable. (f) It is anticipated two parking spaces to be provided for each residential lot. Thereby this standard is not applicable.
<p>Tl 3.3.4 Loading</p>	<p>Not applicable given the residential nature of the proposal.</p>
<p>Tl 3.3.5 Noise Sensitive Activity</p>	<p>Not applicable as the site is not within 40m of an existing railway.</p>
<p>Tl 3.3.6 Rail Level Crossing Sightlines</p>	<p>Not applicable.</p>

2.0 Objectives and Policies Assessment

Objectives and Policies	Comments
Infrastructure Chapter	
IF 2.2.1 Objective (b) Urban development occurs in a strategically planned manner which allows for the efficient adequate and timely supply of land and associated infrastructure.	The proposal is considered to be consistent with these provisions as the proposal involves a subdivision that is able to be adequately serviced, as described in the infrastructure report. Furthermore, the proposed wastewater and the proposed stormwater basin have been designed in accordance with the comments and guidance provided by RDC Development Engineers to ensure the Proposal will not compromise or damage the effectiveness and efficient use and operation of the wider infrastructure networks. The proposed stormwater basin is required to service the stormwater needs of the proposed development. The potential health and safety effects of the stormwater basins are considered to be low given that planted batter walls and appropriate landscaping will be implemented.
IF 2.2.2 Policies (g) To proactively develop and implement appropriate land use strategies to manage urban growth, and align Council’s infrastructure asset management planning with those strategies, to ensure the efficient and effective provision of associated infrastructure.	
Residential Chapter	
RE 2.2.1 Objective (a) Maintenance and enhancement of the character and amenity of the residential environment. (b) Ensure development retains or enhances the distinctive characteristics of the Residential Areas within the District. (c) Ensure that subdivisions and development are designed to encourage a safe urban environment. (d) A residential environment that is consistent with the character of the surrounding residential and natural environment and provides amenity that enhances the social and cultural wellbeing of the community.	As demonstrated throughout the AEE, the proposal will enable the comprehensive development of the site for residential activities while integrating with the natural environment through the proposed blue-green network, with the resultant residential allotments can be developed with future residential dwellings that are generally compliant with the zone bulk and location controls and are therefore considered to be in keeping with the anticipated built form.
RE 2.2.2 Policies <ul style="list-style-type: none"> • <i>General Character and Amenity (a) – (g)</i> • <i>Safety (j) – (k)</i> 	For the reasons outlined in AEE, the proposal is considered to be in keeping with the planned urban built character sought for the Residential Zone, despite there are several lots that cannot meet the density standard. The Proposal will contribute to a mix of densities and thereby enable a variety of housing typologies in the future.
RE 2.3.1 Objective (a) To reduce the impact of new development on infrastructure within the District.	
RE 2.3.2 Policies (a) To ensure that all development is capable of being adequately serviced with respect to sewage, water, stormwater, and parking.	Whilst there are no physical residential dwellings proposed as part of the Proposal,

Objectives and Policies	Comments
<p>(b) To require that all development manages stormwater in a way that avoids, remedies or mitigates the risk of flooding.</p> <p>(c) To encourage developments to incorporate measures to minimise the amount of stormwater flowing off new sites, for example, the retention of permeable surfaces, swales, retention ponds, etc.</p> <p>(d) To encourage new developments to be designed to minimise water usage.</p> <p>(e) To ensure subdivisions and developments requiring resource consent are designed to create a safe and accessible environment for all users.</p>	<p>the layouts and orientation of the residential lots and associated roading and reserve areas layout, provide for passive surveillance of the street, drainage reserves and other public realm areas. The typical development plans demonstrate all residential lots can provide sufficient front yard landscaping to contribute to the amenity values of the streetscape, and the proposed lots are of sufficient size and of a functional layout so as to provide for the day-to-day needs of future occupants and provide sufficient outdoor living space.</p>
<p>RE 2.4.1 Objective</p> <p>a) Residential development occurs within established residential areas and in new areas of the Residential Zone that are able to be efficiently serviced with infrastructure and are appropriate in terms of connectivity and urban form.</p> <p>(b) To create an urban road system that provides for the safe, efficient and strategic movement of traffic within residential areas.</p>	<p>The infrastructure report confirms that the development can be appropriately serviced and development will not require upgrades of the infrastructure. As such, potential effects on the safe and efficient operation of the surrounding roading network and the wider infrastructure networks will be appropriately managed.</p>
<p>RE 2.4.2 Policy</p> <p>(a) To promote the full utilisation of residential development opportunities within existing residential areas that achieve a high-quality consolidated residential environment.</p> <p>(b) To require appropriate roading, pedestrian and cycling connections within and between land being subdivided to ensure towns are well connected.</p>	<p>The proposal will result in freshwater, sediment quality and biodiversity over time for the reasons set out in the AEE. Consultation with Mana Whenua is ongoing to ensure the development aligns with Mana Whenua’s values, particularly with regard to natural resources.</p>
Subdivision Chapter	
<p>SU 2.2.1 Objective</p> <p>(a) To preserve and protect significant natural areas (wetlands, lakes and rivers; outstanding natural features and landscapes, and areas of significant indigenous vegetation and the habitat of indigenous fauna) within the District.</p> <p>(b) All sites are provided with adequate services, which do not result in adverse environmental effects.</p> <p>(c) Safe and functional access is provided to all sites.</p> <p>(d) The subdivision of land does not increase the risk from natural hazards or contaminated land.</p> <p>(e) To ensure that existing infrastructure and activities are taken into account in the assessment of subdivision applications, and any incompatible use or activity that would affect the continued use or operation of the infrastructure or activity is avoided, remedied or mitigated.</p>	<p>The objectives and policies aim to ensure that the subdivision achieves the objectives of the applicable zone, provides for long-term needs, is serviced by infrastructure, and avoids adverse effects on infrastructure, historic/Maori heritage, natural features and landscapes, and indigenous vegetation.</p> <p>The proposal involves subdivision resulting in a total of 46 fee-simple residential lots and associated public roads and reserve areas to vest. As discussed above, whilst the Proposal does not involve the construction of any physical residential dwelling, the Proposal is considered to be in accordance with relevant objectives and policies for the zone. The development is able to be adequately</p>
<p>SU 2.2.2 Policies</p>	

Objectives and Policies	Comments
<p>(a) To ensure that all subdivision and subsequent development:</p> <ul style="list-style-type: none"> (i) Preserves the natural character of wetlands, lakes and rivers and their margins; (ii) Ensures that outstanding natural features and landscapes are protected from inappropriate subdivision and development; (iii) Protects areas of significant indigenous vegetation and significant habitats of indigenous fauna, from both direct and indirect effects (e.g. stormwater discharges). <p>(b) To recognise and provide for the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, waahi tapu and other taonga.</p> <p>(c) To require that all sites created by subdivision are capable of being adequately serviced and have appropriate and safe access. NZS 4404:2010 'Land Development and Subdivision Infrastructure' will be used as a guide for all subdivision engineering requirements, and NZS PAS 4509:2008 New Zealand Fire Service Firefighting Water Supply Code of Practice will be used as a guide for the provision of firefighting requirements (including firefighting water supply and access) to all new lots.</p> <p>(d) To require all subdivisions to avoid, remedy or mitigate the risk of natural hazards, including the management of stormwater in a way that avoids, remedies or mitigates the risk of surface flooding.</p> <p>(e) To ensure that the subdivision and subsequent development of land will not:</p> <ul style="list-style-type: none"> (i) Expose future residents or users to unacceptable risks from contaminated sites. (ii) Increase the risk of contaminants adversely affecting the surrounding environment. <p>(f) To encourage building sites (and subsequently houses) to be sited to maximise solar gain and retain landscape features, including trees.</p>	<p>serviced, as described in the infrastructure report.</p> <p>In the context of this application, it has been determined that the site is in a significantly degraded state and almost all of its natural ecological functions have been destroyed through rural land use activities. It is also evident that there are no areas of contiguous vegetation cover on site. As such, the outcomes sought for the objective and policies relating to the restoration and enhancement of indigenous biodiversity. The proposal is considered to be consistent with this policy direction.</p> <p>The proposal does not involve the loss of the extent of natural inland wetlands and all streams and wetlands will be protected by incorporation into the proposed drainage reserves. The proposed culverts are to provide roading access and will comply with the relevant permitted standards. Enhancement planting is also proposed, which is anticipated to significantly improve the ecological health of streams and wetlands within the site. The ecological assessments submitted with the application demonstrate that, with the removal of existing weeds and exotic vegetation and planting enhancement within the wetlands and riparian area of the stream, the Proposal will positively contribute to the overall ecological restoration and enhancement of the site. The proposal will contribute to improved ecosystem services and indigenous biological diversity values in this part of Ohakune.</p>
<p>SU 2.4.1 Objective</p> <p>(a) To promote urban amenity and character as part of subdivision design.</p>	<p>The risk of adverse effects arising from natural flooding hazards is managed through the overall layout and design of development and drainage reserves across the site, as assessed in the Engineering Servicing Report and Hydrology Assessment where it was confirmed that significant adverse effects are avoided through the design of the development. The development will not worsen any existing or create new flood hazard risks for properties upstream or downstream. The number of building platforms will be within the post-</p>
<p>SU 2.4.2 Policies</p> <p>(a) – (n)</p>	

Objectives and Policies	Comments
	<p>development flood plain extent has been avoided or minimised as far as practicable and all sites/dwellings will achieve the required freeboard above the 100-year flood level. The development also provides safe and stable building platforms and vehicle access.</p> <p>The Proposal predominantly includes a subdivision resulting in 46 residential lots to be future developed with residential activity on residentially zoned land. As detailed in the assessment against the Objectives and Policies under the Residential Zone chapter above, the Proposal has been assessed to contribute positively to the creation of urban amenities and character and to be in keeping with the established character of the surrounding environment through the creation of the 46 residential lots, coupled with the creation of public reserve areas onsite.</p>
<p>Transport, Infrastructure and Car Parking</p>	
<p>TI 2.2.1 Objective</p> <p>(a) Avoidance of activities surrounding transportation networks creating effects which affect the safe and efficient use and development of the transportation network as a physical resource.</p> <p>(b) Land use and transport throughout the District shall be integrated to ensure that reverse sensitivity issues on the transport network, including rail, are considered when resource consent is sought.</p>	<p>The proposal is considered to meet these objectives and policies as it provides for an integrated transport network with vehicular and active transport modes within the site. The ITA confirms that the proposal will not compromise the safe and efficient operation of the transport network and the Proposal will not trigger or require any transport upgrades to be constructed and operational prior to the occupation of any new residential dwelling or unit.</p>
<p>TI 2.2.2 Policies</p> <p>(a) – (g)</p>	
<p>TI 2.3.1 Objective</p> <p>(a) The management of the use and development of the District's transportation resources to avoid adverse effects on the environment</p>	<p>Whilst there is no physical residential dwelling to be constructed onsite as part of this Proposal, all residential allotments are of sufficient size and shape to accommodate the required vehicular parking spaces under the RDP standard. This will ensure, by the time these residential lots get developed, they can be designed to avoid adverse effects on the amenity of the streetscape with all parking spaces provided with safe access and egress and with clear sightlines to reduce potential conflicts between vehicles, pedestrians and cyclists.</p>
<p>TI 2.3.2 Policies</p> <p>(a) – (f)</p>	
<p>TI 2.4.1 Objective</p> <p>(a) Encourage better multi-modal transportation facilities.</p>	
<p>TI 2.4.2 Policies</p> <p>(a) Encourage connections to and, where appropriate, extensions to existing walking and cycling networks and ensure that these connections and extensions are safe.</p>	<p>Vehicle access to and from sites adjacent to intersections and on arterial roads has been</p>

Objectives and Policies	Comments
<p>(b) Recognise and provide for the National Cycleways and associated infrastructure and connections thereto.</p> <p>(c) Encourage the provision of alternative modes of transport in relation to any large commercial or industrial developments to minimise the impacts of additional traffic flows.</p>	<p>avoided or minimised. The development has also been comprehensively designed to limit the number of road intersections on Teitei Drive. As detailed in the ITA, the safety, efficient use and function of the existing Teitei Drive and associated wider roading networks, will not be compromised as a result of the Proposal.</p> <p>On this basis, it is considered that the safe and efficient operation of the transport network will not be unreasonably compromised in the future, that the proposal is consistent with the outcomes sought by the RDP and will not be contrary to relevant objectives and policies that relate to transport.</p>

3.0 Assessment Criteria

Residential Chapter

RE 3.5.1 (a) General

- (i) Whether the amenity, privacy and access to daylight will be maintained by preventing tall and/or obtrusive buildings and structures from being located close to boundaries.
- (ii) Whether residential developments will maintain a high standard of amenity and privacy for residents.
- (iii) The extent to which the intensity of occupancy of the site has an adverse effect on the character and amenity of the residential environment.
- (iv) Whether sufficient open space has been provided as part of the development in order to provide sufficient on-site amenity and to manage stormwater disposal.
- (v) Whether the intensity of the development is compatible with surrounding activity and takes account of amenity, sense of place and infrastructural capacity.
- (vi) Whether there is adjoining open space (such as a public park or reserve) that can be practically used by the unit, thereby reducing the need to provide open space within the site.
- (vii) Whether potential conflicts between adjoining land uses will be avoided by buildings and/or activities being sufficiently separated from one another.
- (viii) Whether the activity or development will generate noise levels to an unreasonable degree that is inconsistent with the character of the existing environment. Alongside this, consideration will also be given to whether the noise is essential (for example, fire sirens), and whether the noise is temporary in nature, or consistent.
- (ix) The extent to which the location of the proposed activity will mitigate adverse noise effects.
- (x) Whether remediation and/or mitigation measures such as landscaping will be undertaken and the effectiveness of such measures.
- (xii) The extent to which the location of the proposed activity will mitigate adverse glare effects.
- (xiv) Whether earthworks can be undertaken in a manner that will ensure: (1) Access to and along watercourses and waterbodies is maintained. (2) Visual impacts, effects on surface drainage patterns, any likely sedimentation or dust nuisance, or adverse effects on adjoining buildings and properties are avoided.
- (xvi) The impact on the amenity of surrounding properties.
- (xvii) The visual impact of the development.

Subdivision Chapter

SU 3.4.2 (a) General

- (i) The Matters of Control listed for Controlled Activities in section SU3.4.1 above.
- (ii) The visual impact of any subdivision and associated development, especially when the development is set within a sensitive or highly valued landscape.
- (iii) Any other relevant assessment criteria within other sections of the District Plan

(b) Urban Amenity

- (i) Whether any mature trees that contribute to urban amenity will be retained.
- (ii) The extent to which subdivision design features have been incorporated that contribute to the existing character of the urban area and improved amenity.

(c) Shape

- (i) Whether there is adjoining open space that can be used by occupants of the lot, thereby reducing the need for a complying shape.
- (ii) Whether it has been demonstrated that a suitable dwelling and living area can be provided on the lot resulting in adverse effects that are no more than minor.

(iii) Whether the sites are orientated in a way that enables the majority of dwellings to be located to maximise energy efficiency, i.e. maximise solar gain. For example, this may be achieved through maximising the number of sites which are east/west facing, and roads that run north/south.

(d) Servicing

(i) Whether a specific engineered design wastewater disposal system can be provided where a connection to Council's wastewater reticulation is not available.

(ii) Whether a specific engineered design stormwater disposal system is proposed for a new lot where a connection to Council's stormwater reticulation is not available.

(iii) The extent to which any adverse effects can be mitigated by means other than specific engineered designed systems for the disposal stormwater and / or wastewater where connections to Council's reticulation is not available.

(iv) Whether the consent of the downstream landowners' has been obtained where stormwater flows are proposed to connect to adjoining landowners stormwater disposal systems.

Transport, Infrastructure and Car Parking

TI 3.4.1 (a) Intersections and Rail Level Crossings

- (i) The extent to which failure to provide adequate separation and or sight distances will give rise to traffic hazards through inadequate visibility and safe stopping distances or conflict with the normal flow of traffic and movement of pedestrians and cyclists.
 - (ii) The extent to which any foreseeable future change in traffic patterns could affect the function of the intersection
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Comment:

As demonstrated throughout the AEE and the assessment above, it is considered the Proposal is consistent with the relevant assessment criteria because:

- The proposal is considered to be in keeping with the planned urban built character sought for the Residential Zone and the intensity of the development is compatible with surrounding activity, despite there being several lots that cannot meet the density standard.
- There is no physical residential dwelling proposed as part of the Proposal however the creation of 46 residential allotments will enable future residential dwellings to be designed and developed generally compliant with the zone bulk and location controls and are therefore considered to be in keeping with the anticipated built form of the environment and maintain amenity, privacy and access to sunlight. The subdivision layout proposed has concentrated higher density further away from the external boundaries which offer ample separation distance to the adjacent established residential properties, thereby maintaining people's anticipated pleasantness, amenity, privacy and character as they currently enjoy.
- The typical development plans demonstrate all residential lots can be designed and developed with a high level of amenity onsite, with sufficient front yard landscaping to contribute to the amenity values of the streetscape. The existing public parks within the close proximity, coupled with the creation of approximately 0.8ha reserve areas within the proposed development, provide plenty of options for future residents for formal and informal recreational and community uses.
- The Proposal will enable future residential development occurring on a piece of land close to the existing town centre and other social and community amenities to be efficiently used to provide higher-density urban living that increases housing capacity and choice. The subdivision layout also aims to enable a variety of housing types at higher densities, whilst providing quality on-site residential amenity for residents and the street. The roading and reserve area layouts integrate with the existing physical and natural elements and enable attractive and safe streets and public spaces.
- The infrastructure report confirms that the development can be appropriately serviced and development will not require upgrades of the infrastructure. In addition, the ITA confirms that the

proposal will not compromise the safe and efficient operation of the transport network and the Proposal will not trigger or require any transport upgrades to be constructed and operational before the occupation of any new residential dwelling or unit.

- The proposal will result in the enhancement of freshwater, sediment quality and biodiversity over time for the reasons set out in the AEE.
- The Proposal is considered to enable the use and development of this land resource to better meet the needs of the community and to enhance the social, environmental and economic well-being of communities as it will enable the development of future dwellings to meet the needs of people and the community. Construction effects, such as noise and traffic, will be appropriately managed via conditions of consent and management plans. These will ensure that adverse effects on the amenity values of communities and effects on the natural environment will be adequately mitigated.
- The proposal includes a number of non-compliances with the proposed separation distance for the intersections and sight distance for the intersection. These intersection locations and the non-compliances have been assessed to be acceptable. In particular, it is noted that:
 - All instances of non-compliance are located on internal local roads that will generally accommodate low vehicle movements;
 - As the roads within the subdivision will be provided with traffic calming the targeted operating speeds are not expected to be greater than 40 km/h and therefore both the intersection separation and sight distance can be less than required under the RDP;
 - The scale and extent of non-compliance are considered to be limited across the development, which includes 46 residential lots. Users of these intersections will be the residents residing within the subdivision and will be regular users who will be aware of the constraints and will exercise caution.