

RC220060 & RC220072 – Appendix C – Hurunui District Plan Assessment Criteria

Chapter 4 - Settlements

4.24 Assessment criteria - applicable to all zones

When considering an application and whether or not it can be granted pursuant to Part 2 of the Resource Management Act 1991, the Council will have regard to the relevant assessment criteria:

5. Noise
 - (a) That the proposed noise levels will not create a nuisance to any person;
 - (b) That the frequency and duration of the proposed noise above the level in the District Plan is insufficient to cause a significant adverse effect on the amenities of the surrounding sites;
 - (c) The necessity for the frequency, duration and level of noise, having regard to the best practicable options, the nature of productive rural activities in the rural areas, and other land use activities within the locality;
 - (d) That the proposed noise levels will not adversely affect the health and safety of any person;
and
 - (e) Any recommendations from a suitably qualified person(s).

12. Traffic generation
 - (a) Any adverse effects in terms of noise and vibration from vehicles entering or leaving the site or adjoining road, which is incompatible with the noise levels acceptable in the area;
 - (b) Any adverse effects in terms of glare from headlights of vehicles entering or leaving the site which is an intrusion for residents or occupants of adjoining residential sites;
 - (c) Levels of traffic congestion or reduction in levels of traffic safety which are inconsistent with the classification of the adjoining road;
 - (d) Any cumulative effect of traffic generation from the activity in conjunction with the traffic generation from other activities in the area; and
 - (e) The ability to mitigate any adverse effects of the additional traffic generation such as through the location and design of vehicle crossings, parking and loading areas or the provision of screening.

16. Amberley Township

The following matters shall be considered in the assessment of any resource consent in Amberley Township:

 - (a) Town character and amenity values

The country character of Amberley Township as outlined in the Amberley Town Concept Landscape Character Study (Densem 2007), including:

 - (i) Retaining and enhancing a green, leafy townscape with existing trees and simple spacious streets and subdivisions, where practical;
 - (ii) Aligning subdivisions and streets in the north and north-west to look towards rural landscapes and features such as Amberley Downs or Mt Grey, where practical;
 - (iii) Retaining open vistas at the entrance to the township as viewed from Carters Road/SH1. (This needs to be balanced with assessment matters for noise and vibration, below);
 - (iv) The landscape value of the belt of trees on the west side of Carters Road/SH1 between Bank Street and Chamberlains Park and the value in retaining them; and
 - (v) Whether the development provides for simple, spacious street-scaping and wide road reserves, with grass verges and trees and little or no street furniture.

 - (b) Residential Zones
 - (i) Whether the proposed allotments are of a sufficient size and shape to maintain private gardens on all sides;

- (ii) In the Residential 1 Zone, whether allotments less than the average size are designed and sited to avoid pockets of dense development, unless they are part of an approved concept development plan;
 - (iii) The use of reserves, tree belts, stormwater swales and other features to divide residential areas into defined neighbourhoods and avoid a sense of 'vast' residential areas;
 - (iii) The retention of mature trees on both private and public land subject to developments;
 - (iv) Whether the development avoids overtly urban characteristics: eg community gates, cul-de-sacs, private lanes, large numbers of back sections or south-facing lots, high front fencing; and
 - (v) Restrictions on fencing of lots adjoining reserves, walkways or roads on which lots do not have access, to avoid establishing alleyways ringed by high fencing.
- (c) Residential 1 and 2 Zones
- In addition to those matters for Residential Zones, above:
- (i) In the Residential 1 Zone, whether the overall building density (total number or dwellings over total land area of the site, including amenity areas, reserves and open spaces) is in keeping with average density set under Rule 5.5.9;
 - (ii) In the Residential 2 Zone, where development involves a comprehensive development plan:
 - (iii) Whether the overall building density (total number of dwellings over total land area of the site, including amenity areas, reserves and open space) is consistent with the relevant standards and terms;
 - (iv) Whether those matters listed in Rule 5.5.11.1(a)(xi) have been addressed by the comprehensive development plan; and
 - (v) In both zones, whether a sense of openness and leafiness can be retained in higher density areas through the use of public or shared space, landscaping, fencing restrictions, building design or other techniques.
- (e) Reverse sensitivity effects
- (i) For mitigation measures for residential activities adjoining Carters Road/SH1: NZ Transport Agency's policy for Reverse Sensitivity, NZTA's Planning and Policy Manual (2007, or subsequent updates); and
 - (ii) For mitigation measures for residential activities adjoining the railway line: Noise insulation or building setback measures, as recommended by KiwiRail Holdings Ltd.
- (f) Rooding and access
- (i) Whether the activity is generally in accordance with the Council's Rooding and Cycleway and Walkway strategies for Amberley;
 - (ii) Whether, in accordance with the Council's Amberley Rooding Strategy, it is appropriate for footpaths to be provided on one or both sides of any road;
 - (iii) Whether road and walkway links will be provided to allow the rooding pattern to continue into adjoining land;
 - (iv) Whether the proposed rooding pattern provides for a connecting road network; and
 - (v) The number of lots which may be created in any subdivision before any alternative or additional rooding links need to be completed, in accordance with the Rooding Strategy.
- (g) Stormwater
- (i) The Council's Amberley Stormwater Strategy; and
 - (ii) The principles of the Amberley Stormwater Management Plan.
 - (h) Water and sewerage

- (i) The Council's Amberley Sewerage Strategy; and
- (ii) The Council's Amberley Water Strategy.

Chapter 5 - Subdivision

5.7 Assessment criteria

1. The following matters will be considered for any subdivision, where relevant:
 - (a) The ability of every allotment to site a conforming dwelling or a principal building and to be utilised in a manner that can comply with the District Plan provisions.
 - (b) The provision for disposal of sewage and stormwater without risk to public health or the environment, including whether any allotment is within a drinking water protection zone, as defined in the Canterbury Land & Water Regional Plan.
 - (c) Whether sufficient provision has been made for legal and physical access to each allotment to be created by the subdivision.
 - (d) The provision or ability of every allotment to have legal vehicular access to a formed road or proposed formed road.
 - (e) The cumulative impacts on the district's infrastructure and its efficient use and development.
 - (f) The ability of any existing or likely proposed building to comply with all standards in this District Plan.
 - (g) Whether the area's amenity values, and character will be protected or enhanced.
 - (i) The appropriateness of the subdivision in relation to Part II of the Resource Management Act 1991.
 - (j) Whether any visually obtrusive or environmentally damaging earthworks associated with the proposed development of the subdivided land will be avoided or minimised.
 - (k) Whether the subdivided land is subject to pollutants that may be hazardous to future occupiers of the land.
 - (l) Whether each lot has an adequate building platform to allow a complying building to be constructed that will not be subject to unacceptable risks from natural hazards or will significantly exacerbate the risks to other properties and people, including the provision of a report on natural hazard risks by an appropriately qualified and experienced person, in the event that a natural hazard is shown on the planning maps.
 - (m) The provision for a potable water supply in sufficient quantities that meets the policies and rules in this District Plan.
 - (n) Cross-boundary effects between potentially environmentally incompatible activities, such as the proximity of dwellings near vineyards in the Waipara Wine Growing Area.
 - (o) (o)
 - (p) How stockpile material from earthworks associated with the subdivision will be managed, to ensure the amenity values of surrounding area will not be compromised.

2. For the assessment of multiple lots or rural subdivision creating one or more undersized allotments, the following matters will also be considered where relevant:
 - (a) If any significant natural or heritage resources are recognised and protected or enhanced..
 - (b) Whether the appearance of the natural landforms, topography and features is integrated into the subdivision design, avoiding unnecessary changes to the landform or landscape features, and by instituting appropriate contouring, shaping, planting, restoration and other measures.
 - (c) If the number, design and location of lots and building sites avoids a visual impact that is inappropriate to the character of the area or mitigates the impact by limiting the area affected (such as by promoting cluster housing).

- (d) If the design of the proposal recognises or enhances the existing character of the area, including amenity values, lot sizes, planting, natural features, landscape, open space and outlook.
- (e) If new roads and vehicular accesses to link lots with the existing roading network are adequate to meet the expected and likely demand.
- (f) If a common vehicle access is provided to avoid separate access points onto public roads.
- (g) Utilisation of existing access, farm tracks or boundaries for access location.
- (h) Any effects of access from the allotment on the safety and efficiency of the road network, including cumulative effects from several allotments, and whether a shared vehicular accessway is appropriate for more than one allotment.
- (i) If new roads and vehicular accesses are designed to a speed regime that is consistent with their road function.
- (j) Whether the proposal makes use of any landscape treatment techniques to maintain and enhance amenity and visual values in a manner that complements the existing character and landscape of the vicinity.
- (k) The extent to which existing planting is to be protected or new planting provided to maintain and enhance rural amenity, character of the surrounding environment and landscape values, while providing for adequate sunlight access, building sites, access, sightlines, privacy and safety.
- (l) If adequate buffer distances are provided to avoid or mitigate any potential for adverse effects to be created on new lots from current or likely future activities occurring on adjacent properties.
- (m) If the design and the location of lots and building sites avoids any natural hazards, and if not, then the nature of the activity and the degree to which it may increase the potential risk to human life, property and/or the environment.
- (n) The shape and practicality of the balance area of land for the purpose intended.
- (o) The extent that the balance area of land provides a benefit in terms of utilisation for farming, or protection of indigenous habitats.
- (p) Whether the mechanism proposed to ensure that the balance area of land is free of any dwelling is appropriate, considering:
 - (i) the applicant's understanding of the restrictions placed on future uses of the land;
 - (ii) whether the mechanism is a condition by which the consent is granted;
 - (iii) the enforceability of the condition;
 - (iv) any administration costs to the Council; and
 - (v) the ease with which any future buyer of the land can be made aware that a dwelling cannot be erected on the land.
- (q) Whether an archaeological assessment has been undertaken and the outcome of that assessment, considering:
 - (i) The appropriateness of a monitoring agreement with rūnanga outlining procedures and processes associated with earthworks, fencing, landscaping or similar activity.
 - (ii) The appropriateness of an accidental discovery protocol with rūnanga outlining procedures and processes associated with uncovering archaeological sites as a result of earthworks, fencing, landscaping or similar activity.

Note: Archaeological sites (whether recorded or unrecorded) cannot be destroyed, damaged or modified without the consent of Heritage New Zealand. Part 3 of the Heritage New Zealand Pouhere Taonga Act 2014 sets out the requirements for protecting archaeological sites and applying for authorities to modify or destroy such sites. All applications for Archaeological Authorities must be made to Heritage New Zealand.
- (r) If proposed lots and building platforms are of a variable and suitable size, shape and location to provide opportunities for new habitable and principal buildings to be designed to maximise sunlight access, maintain privacy, and rural character.

- (s) The shape, orientation and practicality of undersized allotments to contain a dwelling and associated services.
 - (t) The design of the subdivision avoids urban characteristics such as kerb and channelling, street lights, solid fences to demarcate allotment boundaries and sealed footpaths.
3. In the case of subdivision in the Residential 1A and Residential 2 Zones the Council will have particular regard to the following criteria:
- (a) Whether development will retain the green townscape, spacious streets and simple, subdivision design, including wide road reserves, with grass verges and trees, simple streetscaping with little or no street furniture.
 - (b) Whether provision is made for roading links, open space links, green linkages and walkways in general accordance with the Outline Development Plan in Appendix 5.1.11.
 - (c) Whether the roading pattern provides a connecting road network and cul-de-sac are not excessively used.
 - (d) Whether the proposed allotments are of a sufficient size and shape to maintain private gardens on all sides, unless undertaken in the Residential 2 Zone and as part of Comprehensive Development Plan.
 - (e) Whether any small allotments (less than the average) are spaced throughout the subdivision and do not create clusters or pockets of small allotments and dense development, unless they are in the Residential 2 Zone and part of a Comprehensive Development Plan.
 - (f) Whether the proposed development uses reserves, tree belts, stormwater swales and other features to divide areas into defined neighbourhoods and avoid a sense of 'vast' residential areas.
 - (g) Whether the proposal provides for retention of mature trees with significant value on both private and public land subject to new developments.
 - (h) Whether the development design encourages properties to connect with the neighbourhood and merge into the street by minimising fencing and avoiding gated communities, which creates barriers to the interface between public and private space.
 - (i) In addition to the above criteria where a development is within the Residential 2 Zone and involves a Comprehensive Development Plan the following will also be considered:
 - (j) Whether the overall building density (total number of dwellings over total land area) is consistent with the standards and terms under 5.5.12.1(h).
 - (k) Whether a sense of spaciousness and leafiness can be retained in higher density areas through the use of public or shared space, landscaping, tree planting, fencing restrictions, building design or other techniques as an alternative to large allotments and private gardens.

Chapter 8 – Transportation

8.5 Assessment Criteria

When considering an application and whether or not it can be granted pursuant to Part 2 of the RMA, the Council will have regard to the relevant assessment criteria:

- (a) Traffic generation
 - (i) Any adverse effects in terms of noise and vibration from vehicles entering or leaving the site or adjoining road;
 - (ii) Any adverse effects in terms of glare from headlights of vehicles entering or leaving the site which is an intrusion for residents or occupants of adjoining residential sites;
 - (iii) Levels of traffic congestion or reduction in levels of traffic safety which are inconsistent with the classification of the adjoining road;
 - (iv) Any cumulative effect of traffic generation from the activity in conjunction with the traffic generation from other activities in the area; and

- (v) The ability to mitigate any adverse effects of the additional traffic generation such as through the location and design of vehicle crossings, parking and loading areas or the provision of screening.
- (b) Activities in road reserve
- (i) Current and likely future traffic volumes and patterns on the road and connecting roads;
 - (ii) Current and likely future traffic problems;
 - (iii) The ability of the road to accommodate effectively any changes in traffic volumes and patterns;
 - (iv) The potential for pedestrian, vehicle conflict;
 - (v) Vehicular access to and from adjoining sites, with particular regard to traffic sight distances, the ability to turn off and into sites, and the safety of pedestrians; and
 - (vi) The ability of roads to accommodate parking safely, without adverse impacts on the road's ability to accommodate through-traffic and adjoining sites' vehicular access.
- (e) Property accesses
- (i) Whether the access point is sufficiently removed from any intersection having regard to traffic volumes on the roads, and the 85th percentile speed of vehicles using the roads, to prevent conflict and confusion between vehicles turning at the access point or at the intersections;
 - (ii) Whether there is a need to separate entry and exit points in order to reduce potential traffic confusion and conflict;
 - (iii) Whether the physical form of the road will minimise the adverse effects of access (e.g. whether the road offers good visibility, whether a solid median barrier will stop unsafe right hand turns or a flush median will assist right hand turns);
 - (iv) Whether particular mitigation measures, such as a deceleration lane, are required due to speed and volume of vehicles on the road;
 - (v) The design of the crossing will facilitate traffic exiting the site to safely enter the traffic stream;
 - (vi) Whether there is adequate queuing and parking space on the site so that vehicles do not queue over vehicle crossings or on roading network;
 - (vii) The design of the crossing in relation to pedestrian and cycle safety;
 - (viii) The effects of the location of the access on the amenity and safety of neighbouring properties;
 - (ix) Any cumulative effects of the introduction of extra access points in relation to access for other activities in the vicinity;
 - (x) Any cumulative effects of extra access points on the function of strategic arterial roads;
 - (xi) Whether the proposed activity contributes to ribbon development along the roading network; and
 - (xii) The potential for any increased risk to road user safety.

Chapter 15 – Natural hazards

15.5 Assessment Criteria

When considering an application and whether or not it can be granted pursuant to Part 2 of the RMA, the Council will have regard to the relevant assessment criteria:

1. The probability and possible magnitude of the event;
2. The type, scale and distribution of any potential effects of the hazards;
3. The nature of the activity and the degree to which it may increase the potential risk to human life, property or the environment;
4. Any recommendations from a qualified professional such as a specialist engineering geologist or geotechnical engineer;

5. The outcome of any consultation with the Canterbury Regional Council and any recommendations resulting from that consultation;
6. The extent to which a proposed development meets the objective, functional requirement and performance provisions of the New Zealand Building Code; and
7. Anticipated natural hazard damage and costs and the estimated benefits to the community of the proposed development. (Costs and benefits to take into account both monetary and non-monetary costs and benefits).