1.3 Assessment Criteria

1.3.1 Guide to Using the Criteria

This chapter provides a range of Assessment Criteria that are to be used, where relevant, in the assessment of activities that require resource consent.

Specifically:

1. Controlled Activities will be assessed against the matters over which Council has reserved control. The assessment criteria are provided within section 1.3.2 with the section headings being the Matters of Control.

2. Restricted Discretionary Activities that are restricted solely due to failed standards will be assessed against the effects resulting from an activity not complying with any relevant standard(s) in this District Plan (refer section 1.3.3.A1 of this appendix).

   To assist with assessing the effects of the non-compliance, there may be specific criteria within {Link, 9193,section 1.3.3 of this appendix that could be of use in assessing the application.

3. Restricted Discretionary Activities that are restricted solely due to being listed in the chapters as a Restricted Discretionary Activity will be assessed against the specific matters of discretion which are identified against each activity in the chapter.

4. Restricted Discretionary Activities that are restricted by virtue of being listed in the chapter as a Controlled Activity and also fail standards will be assessed against the relevant criteria as outlined in points 1 & 2 above.

5. Restricted Discretionary Activities that are restricted by virtue of being listed in the chapter as a Restricted Discretionary Activity and also fail standards will be assessed against the relevant criteria as outlined in points 2 and 3 above.

6. Discretionary and Non-Complying Activities may use the criteria in {Link, 9193,section 1.3.3 as a guide with specific reference to the general criteria in A2.

1.3.2 Controlled Activities – Matters of Control

The following section contains matters over which Council has reserved control for Controlled activities. These are referenced in other parts of the District Plan.

Note

1. *Example: chapters in this District Plan may include a section titled "Controlled Activities – Matters of Control" and a table like the example below.*

Activity	Matter of Control Reference Number (Refer to Volume 2, Appendix 1.1)

i. Teaching and research laboratories	A. Hazardous Facilities

In this example the controlled activity is "i. Teaching and research laboratories". The matters of control are identified by the reference "A". These references align with the lists below. In this example "A" is associated with Hazardous Facilities with the relevant matters of control listed beneath.

A.	**Hazardous Facilities**	
	The extent to which the effects on, and risks to, the health and safety of people, property and the environment are appropriately managed, including:	
	i.	Matters referred to in the relevant standards in Rule 25.4.4 of Chapter 25.4 City-wide – Hazardous Facilities.
	ii.	Safe access to and from the transport network.
	iii.	Effects due to the sensitivity of the surrounding natural, human and physical environment.
	iv.	Separation distances and the type of environment/number of people potentially at risk from the proposed facility.
	v.	Potential hazards and exposure pathways arising from the proposed facility.
	vi.	Potential cumulative hazards presented in conjunction with neighbouring facilities.
	vii.	Proposed:
		• Fire safety and fire water management
		• Spill contingency and emergency planning
		• Monitoring and maintenance schedules
		• Waste disposal management
		• Hazardous substance transport arrangements
	viii.	Compliance with relevant Standards and Codes of Practice.
	ix.	Any other measures to avoid or mitigate risks posed by the activity.
	Note *Relevant Standards and Codes of practice referred to above may include:* • *Below Ground Stationary Container Systems for Petroleum – Design and Installation HSNOCOP 44, Environmental Protection Agency, May 2012* • *Below Ground Stationary Container Systems for Petroleum – Operation HSNOCOP 45, Environmental Protection Agency, May 2012* • *Guidelines for Assessing and Managing Petroleum Hydrocarbon Contaminated Sites in New Zealand, Ministry for the Environment, 1999* • *Environmental Guidelines for Water Discharges from Petroleum Industry Sites in New Zealand, Ministry for the Environment, 1998* • *NZS8409: 2004 Management of Agrichemicals* • *AS/NZS 1596: 2008 – Storage and Handling of Liquid Petroleum Gas* • *AS/NZS 2982: 2010 – Laboratory Design and Construction* • *AS/NZS 2243.1: 2005 – Safety in Laboratories – Planning and Operational Aspects* • *AS/NZS 2243.2: 2006 – Safety in Laboratories – Chemical Aspects* • *AS/NZS 2243.3: 2010 – Safety in Laboratories – Microbiology* • *AS/NZS 2243.5: 2004 – Safety in Laboratories – Non-ionising Radiation*	

		• *AS/NZS 2243.6: 2010 – Safety in Laboratories – Plant and Equipment Aspects* • *AS/NZS 2243.8: 2006 – Safety in Laboratories – Fume Cupboards* • *AS/NZS 2243.9: 2009 – Safety in Laboratories – Recirculating Fume Cabinets* • *AS/NZS 2243.10: 2004 – Safety in Laboratories – Storage of Chemicals*
B.	**Industrial Zone**	
a.	**Building Design, External Appearance and Site Layout**	
	i.	The extent to which any activity involving buildings adjoining an identified transport corridor and buildings within the Rotokauri Employment Area presents an attractive visual appearance, including minimising:
		• Large featureless building façades facing the transport corridor.
		• The placement of any plant or machinery on the front of the building or within the front yard setback (with the exception of machinery displayed for sale, hire, or plant associated with on-site security).
		• Over-dominant illuminated signage within the site.
		• Front fences, walls and signs that detract from an active visual relationship between the site and street/primary transport corridor.
		• The location of the service and outdoor storage areas within the front setback.
	ii.	For ancillary residential activities, the extent to which:
		• Outdoor living areas or balconies are contiguous with the internal living areas.
		• The design, size and location of the private and/or communal open space, parking, loading spaces and driveways on the site achieves a high standard of amenity, noise and visual privacy for residents, whilst effect from dust, fumes and light glare are minimised.
b.	**Site Layout**	
	iii.	Within the Rotokauri Employment Area, the extent to which the adverse effects of the location of buildings, parking areas and outside storage areas minimise their potential impact on the amenity of any adjoining Residential~~, Special Character~~ or Open Space Zones.
	iv.	For ancillary residential activities and within the Rotokauri Employment Area, the extent to which the development has been designed and located so that the potential for reverse sensitivity effects (including noise) is avoided, remedied or mitigated.
	v.	The extent to which the site layout incorporates Crime Prevention Through Environmental Design, to develop a positive relationship with the street and improve passive surveillance.
	vi.	The extent to which landscaping is incorporated within the site layout, to visually reduce the bulk of new development and mitigate adverse visual effects, particularly from the front boundary and those parts of the site visible from public spaces.

		Note *This is particularly important in relation to the setback from the front boundary and those parts of the site visible from public spaces and interfaces along state highways and arterial transport corridors.*	
	vii.	Within the Rotokauri Employment Area, the extent to which landscaping enhances amenity at key interfaces such as State Highway 1, green corridors, arterial transport corridors, Wintec Rotokauri Campus and the Rotokauri Suburban Centre.	
C.	**Knowledge Zone and Major Facilities Zone**		
a.	**Building Design, External Appearance and Configuration**		
	i.	The extent to which the external appearance, scale and design of buildings:	
		1.	Contributes to compatibility between buildings and their integration with other development on the site, adjacent sites and surrounding public spaces.
		2.	Contributes to the active frontage along public streets and open space, particularly at corner sites.
		3.	Minimises, as practicable, effects on adjacent public spaces (including footpaths) in terms of shading and daylight.
	ii.	The cumulative effect of buildings and the extent to which opportunities have been taken to cluster buildings and/or ensure that areas are left free from buildings.	
	iii.	The extent to which parking, manoeuvring areas, driveways and outdoor service areas are designed and located to be safe and efficient, and to protect amenity values of the streetscape and adjoining sites.	
	iv.	The extent to which the building design and development:	
		1.	Makes a positive contribution to the ~~local character of the~~ site and surrounding area.
		2.	Improves large façades (including side walls) that are visible from public places by ensuring they are treated in a way that provides visual interest and reduces the apparent bulk of the building.
	v.	The extent to which Crime Prevention Through Environmental Design principles have been incorporated.	
	vi.	Encourage easy and safe pedestrian access and circulation for those not arriving by vehicle.	
b.	**Landscaping**		
	vii.	The extent to which landscaping is incorporated within the site layout to reduce the bulk of new development and mitigates adverse visual effects. ***Note***	

		This is particularly important in relation to setback from the front boundary and those parts of the site visible from public spaces and interfaces along state highways, arterial transport corridors and City gateways.
In addition to the above general matters, the following relate to site specific matters of control.		
	University of Waikato	
	viii.	The extent to which existing linkages between land uses are reinforced by the layout of buildings and transport corridors. New connections created should seek to enhance accessibility through the zone and have regard to connectivity to the adjoining University of Waikato campus.
	ix.	The extent to which high rise buildings are concentrated on the Hillcrest Road ridge.
	x.	The extent to which the location of buildings maintains the safe and efficient operation of network utilities, including high voltage transmission lines.
	Knowledge Zone	
	xi.	The extent to which the open space character of the northwest sector of the site is maintained.
	Claudelands Event Centre	
	xii.	The extent to which the open space character of the eastern part of the site is maintained including the maintenance of a suitable buffer adjoining Jubilee Park.
	Te Rapa Racecourse/Thoroughbred Business Park	
	xiii.	The extent to which development of the site retains views between the racecourse and Minogue Park.
	Waikato Hospital	
	xiv.	The extent to which activities of an industrial nature and the heliport are grouped in the south-western sector of the site.
	xv.	The extent to which high rise buildings are concentrated towards the centre of the hospital complex.
	Waikato Stadium and Seddon Park	
	xvi.	The extent to which future buildings and the enhancement of facilities including any provision for office, retail and visitor accommodation provides for functional integration with the site.
	Wintec Rotokauri	
	xvii.	The extent to which development of the site has regard to the future development of the Rotokauri Area and the relationship of the site with Lake Waiwhakareke.
D.	**Te Rapa North Industrial Zone**	
a.	**Concept Development Consent for Stage 1A**	
	i.	The extent to which it identifies the total area not exceeding 30ha

		available for industrial development within Stage 1A.
	ii.	The extent to which it defines the location and extent of the development area not exceeding 7ha pursuant to Rule 12.6.1.
	iii.	The extent to which it defines the general location and extent of the development area not exceeding 23ha pursuant to Rule 12.6.1.
	iv.	The extent to which it demonstrates connectivity and sequential development between the 7ha and 23ha land release areas and adjacent sites.
	v.	The extent to which it provides an indicative internal road layout and it provides for alternative modes of transport including public transport, pedestrian and cycle linkages within and between the 30ha and adjacent land.
	vi.	The extent to which it considers and responds to the recommendations and proposed conditions of an Integrated Transport Assessment prepared in accordance with Rule 25.14.4.3.
	vii.	The extent to which it specifies methods by which vehicle movements will be managed to achieve compliance with Rule 12.4.7.b.
	viii.	The extent to which it identifies any existing indigenous vegetation and areas of ecological value including recognition of existing gully systems and proposals for their management.
	ix.	The extent to which it provides for any landscaping and screen planting including landscaping buffers where land adjoins the Waikato Expressway designation boundary.
	x.	The extent to which it provides a report which demonstrates the extent to which the provision of reticulated infrastructure for the entire 30ha within the Stage 1A development area will occur; provided that existing infrastructure available from the Te Rapa Dairy Manufacturing Site and/or Council infrastructure and headworks (water and wastewater only) may be relied on for the 7ha development under Rule 12.3.3.f.
		Note *The above does not involve:* • *Activities requiring an air discharge consent under the Regional Plan (except on land situated to the north of Hutchinson Road, east of Te Rapa Road)* • *Hazardous waste reprocessing, disposal or storage, except for temporary storage of waste from commercial activities awaiting collection* • *An extractive industry* • *Offices, except those that are ancillary to industrial uses* • *Hospitals, day care facilities, and educational institutions* • *Retail activities, except for food outlets less than 200m^2* • *Residential activities unless associated with a lawfully established activity.*
E.	**Historic Heritage**	
a.	**Management of effects on, and risks to the heritage value of the historic heritage building or structure, including:**	
	i.	Effects to the exterior of the historic heritage building or structure.

	ii.	Potential loss of the heritage values of the building or structure.
	iii.	Any other measures to avoid or mitigate risks proposed by the activity.
	iv.	Works compatible with and reflect the original fabric of the historic heritage building or structure.
	v.	Earthquake strengthening not detracting from the appearance and integrity of the historic heritage building or structure.
	vi.	Demonstration of the conservation principles of the International Council on Monuments and Sites (ICOMOS) New Zealand.
F.	**Ruakura**	
a.	**Interface Design Control Area**	
		Landscaping
	i.	Ruakura Logistics Zone - Subject to biosecurity requirements, landscaping should be incorporated within the site layout to reduce the bulk of new development and mitigate adverse visual effects. This is particularly important in relation to setbacks from the front boundary and those parts of the site visible from public spaces and interfaces along state highways, arterial transport corridors, and the Ruakura Open Space Zone and City gateways.
	ii.	In relation to the Waikato Expressway, whether landscaping along the boundary with the Expressway Designation is of appropriate scale and density so as to soften views from the Expressway of industrial development.
	iii.	Ruakura Industrial Park Zone – Landscaping and screening should be incorporated within the site layout to reduce the bulk of new buildings and associated development, and to mitigate adverse visual effects - particularly from storage, loading and operational areas likely to be visible from residential areas. This is also important in relation to setbacks from the front boundary and those parts of the site visible from public spaces and interfaces along state highways, arterial transport corridors, and the Ruakura Open Space Zone and city gateways.
	iv.	Ruakura Industrial Park Zone – In relation to buildings and associated development on sites that adjoin the Ruakura Open Space Zone and abutting the northern boundary of properties on Sheridan Street and Nevada Road or are adjacent to Silverdale Road, proposed landscaping and screening is subject to specific assessment and the standards in Rule 25.5.3.1 are to be used as a guide only.
b.	**Crime Prevention Through Environmental Design**	
	i.	Buildings and the site layout shall be designed to: a. Provide surveillance from offices over main access, car parks and the adjacent street. b. Ensure a clear distinction between visitor areas and operational areas.

		c. Provide direct, legible and well lit visitor routes. d. Avoid opportunities for concealment.
c.	**Temporary Logistics Activities in Sub Area A**	
	i.	Conditions shall be imposed to ensure that the location of buildings associated with logistics is temporary, the future rail spur corridor is not compromised and that buildings and activities do not preclude the future full development of the Inland Port.
d.	**Medium Density Residential Zone**	
	i.	Impact of building design, external appearance and configuration on the public realm particularly when viewed from the Ruakura Open Space Zone and arterial corridor.
	ii.	Site layout.
	iii.	Landscaping.
	iv.	The extent to which the amenity and safety of future occupiers will be protected.
G.	**Subdivision**	

a.	**Subdivision within the General Residential, Medium density and High Density Residential Zones.**	
	i.	The extend to which the subdivision does not increase the non-compliance with the Standards within the Residential Chapter.
	ii.	The subdivision contains an existing residential unit or a land use consent has been granted or is accompanied by a land use consent.
	iii.	No vacant allotments are created.

1.3.3 Restricted Discretionary, Discretionary and Non-Complying Assessment Criteria

The following section contains assessment criteria under subject headings that relate to the 'Matters of Discretion' for Restricted Discretionary activities. These are referenced in other parts of the District Plan.

Note
Example: Chapters in this District Plan may include a section titled "Restricted Discretionary Activity – Matters for Discretion, Assessment Criteria and Non-Notification Rule" and a table like the example below.

Activity Specific	Matter of Discretion and Assessment Criteria Reference Number (Refer to Volume 2, Appendix 1.2)
i. Vegetation clearance	D. - Natural character and open space

In this example the restricted discretionary activity is "i. Vegetation clearance". The

matters to which discretion has been restricted to are identified by the subject heading of “D - Natural character and open space”.

A range of criteria are provided under that heading in this section and where these criteria are relevant they can be used to assess the application. All criteria under the identified subject heading do not need to be assessed, only those relevant to the application.

Discretionary and Non-Complying Activities may use the criteria in this section as a guide, with specific reference to the general criteria in A3.

A	**General Criteria** **Restricted Discretionary Activities due to Performance Standard Non-Compliance**		
A1	The effects resulting from an activity not complying with any relevant standard(s) in this District Plan. Guidance on the assessment of effects may be derived from: a. Any relevant policy within this Plan; b. Any relevant criteria within section 1.3.3 of this appendix; and c. Any relevant design guidelines contained within this Plan.		
A2	The extent to which any adverse effects would be offset by benefits to the community or the natural environment.		
	Discretionary & Non-Complying Activities - General Criteria		
A3	Without restricting the exercise of its discretion to grant or refuse consent or impose conditions, the Council shall have regard to the assessment criteria set out below when considering any application under sections 104 and 104B of the Act. Discretionary activities and Non-Complying activities shall be assessed against, but not limited to the following assessment criteria:		
	a.	Assessment against relevant objectives and policies including Chapter 2 Strategic Framework	
	b.	The extent to which the proposal is consistent with relevant:	
		i.	Standards in this Plan.
		ii.	Assessment Criteria, listed in this plan.
		iii.	Design Guides.
		iv.	Structure Plans.
		v.	~~Comprehensive Development Consents.~~
		v.	Concept Plans or Concept Development Consents.
		vi.	Reserve Management Plans.
		vii.	Iwi or Hapu Management Plans.
		viii.	Waikato River Vision and Strategy.
		ix.	Master Plans.
		x.	Temple View Precincts

B	**Design and Layout**	
	Explanation: Assessment criteria are a tool to help ensure good quality outcomes are achieved. They describe key urban design elements that should be examined through the design process. In terms of design and layout, the elements are: 1. Context – has the proposal considered the surrounding context including adjacent properties? 2. Public Realm – has the proposal considered the adjacent public environment (including streets, open spaces)? 3. Site Layout – does the proposal ensure good privacy and CPTED outcomes for residents and a clear hierarchy of space? 4. Access – has safe circulation to and through the site been provided for all modes including pedestrians? 5. External Appearance – does the external design and architectural detailing incorporate methods to reduce the overall bulk and scale and avoid large blank, unrelieved walls? The criteria have been grouped according to the above elements.	
	General	
B1	Whether the proposed building design and / or site layout is consistent with the intent of any relevant design guide in Appendix 1 Section 1.4. ***Note*** *If an activity is a Restricted Discretionary Activity in relation to Design and Layout matters and there is a relevant design guide, then the activity should seek to address the outcomes sought in the design guide ~~as a priority over~~and the relevant criteria in this section.* *Where an application is for a Concept Plan Consent in the Knowledge Zone, the Design and Layout assessment criteria will focus on building precincts / sub-areas, development and infrastructure layout rather than individual buildings.*	
	Context	
B2	Whether the ~~external appearance, scale and design of buildings and structures~~proposal:	
	a.	~~Are consistent with~~Positions building mass on the ~~purpose~~site such that as many of the ~~zone, and enhance~~adverse effects generated by the ~~character and amenity of~~proposal can be contained within the ~~surrounding area, streetscape qualities and adjoining land uses~~site.
	b.	Configures buildings to minimise any loss of sun and/or creation of shadows received by the outdoor living spaces or into habitable room windows on neighbouring sites.
	c.	Configures buildings to limit visual dominance and building length effects such that, as a rule of thumb, buildings should be no more than 70% of the length of a side or rear boundary, if 1-storey height, and 60% of a boundary, if 2 or more storeys in height.
	d.	Configures windows to habitable rooms within buildings to

		maximise the privacy of neighbouring outdoor living spaces and habitable rooms, including by positioning the principal windows of habitable rooms to face streets and public open spaces where possible.
	e.	Will result in equivalent or less overall adverse effects on neighbouring residential properties than could be reasonably expected of a development that complied with the standard(s) being infringed.
	f.	Provides for the maintenance of existing amenities likely to be enjoyed by neighbours such as retention of existing trees or open spaces, view shafts clear of buildings, or shared accessways.
	g.	Provides other positive effects or other amenity improvements to the existing environment likely to benefit or be enjoyed by neighbours.
	h.	Responds to the sites topography and maximise passive solar design opportunities in response to local microclimatic features.
	i.	Has been designed in a manner that supports and enhances pedestrian and cycle movements, including access to the transport network and along frontages considered important for shopping or entertainment activities and has considered the provision of additional pedestrian through site links, where appropriate.
	b.	~~For corner sites, where appropriate, provide active frontages along both elevations.~~
	c.	~~Incorporate Crime Prevention Through Environmental Design principles.~~
	Public Realm	
B3		
	a.	~~Locating doors, windows and other openings associated with living and working areas, so that they overlook and interact with public spaces~~Incorporates Crime Prevention Through Environmental Design (CPTED) principles.
	b.	Positions front doors where they will be most easily discernible by pedestrians within a transport corridor and has considered ways (such as a change in level, increased setback, landscaping etc.) to differentiate between public and private areas and give primacy to the residential unit over the street (particularly for apartments located on major roads). Note, a change in level should occur on site and should not impact the continuity of grade along a footpath.
	c.	Incorporates front fencing and landscaping of a style that will complement the aesthetics of the building(s) and, as a rule of thumb, that does not exceed a height of 1.2m along the boundary of the transport corridor, or 1.5m where the transport corridor is an arterial road.
	d.	Maximises provision of landscaping and specimen trees throughout the site and particularly within the front yard.
	e.	Has been designed to add visual interest and vitality to the streetscape and avoids large, featureless façades such as through

		incorporation of façade articulation, use of windows and roof profiles, the design of verandas and balconies and the careful choice of materials and colours. On corner sites, both of the front elevations should achieve this.
	f.	Locates parking, manouvering areas, driveways and outdoor service areas so as to be as discrete as possible when viewed from within the transport corridor, and otherwise minimise visual dominance or clutter effects. In particular:
		1. As a rule of thumb, the width of garaging and associated car parking pads in front of the garage or dwelling should not exceed 50% of the frontage width of the building. 2. Wherever possible, service and parking areas should be screened from public view by being behind the building rather than in front of it. 3. As a rule of thumb, garages should be recessed back by at least 0.5m from the front face of the dwelling relative to the transport corridor boundary. 4. Waste bins, washing lines, and other service activities should not be placed between a dwelling and the transport corridor boundary where avoidable.
	Site Layout	
B4	Whether the proposal:	
	a.	Has been configured to achieve a consistent delineation of integrated like-with-like public fronts and private backs, including by treating transport corridors (other than State Highways and rail corridors), public open spaces (where topography allows), and private on-site access ways that act as the functional means by which the public can gain access to dwellings, as fronts. Pedestrian paths that could be used by the public must always be at the public front, however vehicle access if by resident-only traffic, could be provided as either part of a public front, or as a private back (such as via a rear lane).
	b.	If the development is of a scale where a discernible block structure is being created, limits blocks to 2-lot depths so as to reinforce a clear delineation between public fronts and private backs.
	c.	Configures buildings on the site so that each dwelling has a front elevation including a front door and habitable room windows positioned to face (and in the case of the front door to be accessible from) the transport corridor or private access way that is to act as the public front. There should be a separation distance of at least 1m between a publicly usable footpath and the external wall of a dwelling or an external site boundary fence so as to maintain a minimum of privacy. That space should be landscaped so as to create a physical privacy buffer between the building and users of the footpath.
	d.	Any fencing between dwellings and a private on-site access ways that is to act as the public front should be limited to 1.2m maximum height.

	e.	~~Locating primary entrances to buildings to face the~~Where practicable, outdoor living spaces should not adjoin a transport corridor~~ frontage~~, ~~with~~or the ~~main entrance located adjacent to~~private on-site access space acting as the ~~frontage with~~public front and should instead be positioned at the ~~most pedestrian traffic~~rear of the dwelling.
	f.	Incorporates additional rear lane access ways for parking and access separate to the access way that is serving as the public front to the development (especially when the frontage width of dwellings is less than 6.5m per dwelling).
	g.	Where communal or new public open spaces are proposed, positions them so as to be visual and physical focal points within the development and well-integrated with the on-site movement network including by way of having road frontage on at least one side.
~~B4~~	~~The extent to which building design will add visual interest and vitality to the streetscape and avoids large, featureless façades. For example, through articulation of a façade, attention to fenestration and rooflines, the design of verandas and balconies and the careful choice of materials and colour.~~	
	Access and Circulation	
B5		
	a.	~~To protect amenity values~~Provides clear, convenient and safe access for all modes of transport through the site by: 1. Locating garages, carports and vehicle access points to ensure the safety of all road users and the safe and efficient function of the ~~streetscape~~transport network; 2. Providing clear, convenient and ~~adjoining sites, including~~safe pedestrian links through the ~~use~~site to facilitate access to communal areas and areas of ~~appropriate screening and landscaping~~open space.
	b.	~~To not~~Provides a dedicated pedestrian carriageway that is separate to any required vehicle carriageway or reverse manouvering space. As a rule of thumb, the pedestrian space should be ~~visually dominant.~~at least 1.2m wide, or 1.5m wide (where more than 10 dwellings are being served by the path)
	c.	~~To~~Provides a legible, obvious and direct on-site circulation network that minimises the need for pedestrians and vehicles to cross each other's paths, and also minimises the number of blind turns or hard corners for users to navigate. Where shared spaces are provided, the speed should be ~~away from the front~~designed to a maximum of ~~the site and buildings~~20km/hr.
	d.	~~To integrate with adjacent activities and development in terms~~Includes adequate lighting of ~~the provision of entrances, publicly accessible spaces, verandas, parking, loading areas, access~~any private accessway that is acting as a public front so as to ~~public transport and pedestrian linkages~~assure safe night-time use by pedestrians.

	e.	Has been designed to connect to and interface with existing pedestrian and cycling thoroughfares (such as walkways and through-site links) in a manner that is useable, practical and safe. This includes by providing direct access from the site onto these linkages and managing fencing and site layout where the subject site adjoins these spaces.
	External Appearance	
B6	Whether the proposal:	
	a.	Has been designed to add visual interest and vitality to the streetscape and avoids large, featureless façades including through incorporating elements as described below.
	b.	All buildings should be designed to positively contribute to the street. This is best achieved by buildings being designed to be individually distinctive, provide doors and windows addressing the street, and that do not place parking, garaging or service areas in front of the building.
	c.	Roof profiles should be designed to add visual interest to all buildings. Where multiple buildings are proposed, vary the height and pitch angles of roof forms between the buildings.
	d.	Roof forms for residential buildings (including where they are proposed to have habitable floor space within them) should comprise at least 10% (rule of thumb) of a building's total height so as to ensure the roof can act as a means of providing a visually unique and distinctive overall building form.
	e.	Facades should avoid large areas of blank and/or flat wall surfaces. Variations in colour, material, and the use of recesses or projections (setbacks or set forwards) could be used to achieve this such that all buildings, irrespective of length, appear to be comprised of smaller square or vertically proportioned sections.
	f.	Windows should be used as opportunities to provide visual interest within facades, especially when combined with a variation in cladding material or colour.
	g.	Balconies and associated balustrades, roofs and other structures (such as a verandah) can be highly effective at visually softening the appearance of large buildings and also add to the visual distinctiveness of the building.
~~B6~~	~~The extent to which the activity, including landscaping, has been designed in a manner that supports and enhances pedestrian and cyclists movements, including access to the transport network and along frontages considered important for shopping or entertainment activities.~~	
	Landscaping and Screening	
B7	The extent to which planting and landscaping (hard and soft elements) is used to:	
	a.	Establish and maintain a well vegetated environment that ~~is compatible with~~includes a balanced combination of appropriate native and exotic species and includes the ~~zone and~~retention of existing ~~character~~mature trees where possible.

	b.	Visually reduce the bulk of new development and mitigate adverse visual effects particularly from the front boundary and those parts of the site visible from public spaces.
	c.	Create an attractive environment that maintains safety and amenity for pedestrians, providing privacy between independent dwelling units and their indoor and outdoor living areas.
	Waste Management	
B8	The extent to which developments provide for goods handling, storage, waste and recycling areas that are:	
	a.	Easily accessible for collection agencies and avoid adverse visual, noise or odour effects on adjoining dwelling units and the unit itself.
	b.	~~Consistent with~~Integrated into the ~~amenity values~~design of the ~~site~~building and ~~avoid causing nuisance for neighbouring residential activities~~are not visually dominant when viewed from adjoining independent dwelling units and the transport corridor.
	c.	~~Suitable~~Located and designed to allow bins to be moved to waste collection points as conveniently and efficiently as possible. This should not require bins to be transported through dwelling units or across unpaved surfaces, stairs or steep gradients. General rules of thumb include: 1. Provide approximately 1.4sqm per residential dwelling for ~~the demand expected by the activity~~waste, recycling and food scrap bins. 2. For kerbside waste collection, a slope of less than 10% to avoid tipping. Where resource consent is needed, a waste management plan should be provided to demonstrate this. 3. For truck turning, a 15m kerb to kerb turning circle (for an 8m truck). 4. Driveways designed to accommodate up to a 20-tonne truck.
B8a	The extent to which the predicted number of rubbish, recycling, and food scraps containers from the development or site that will be scheduled for collection at any time can be accommodated on the transport corridor berm while also ensuring that:	
	a.	A continuous, clear length of footpath or shared path at least 1.2m wide is always maintained past the collection site, and
	b.	Containers are not placed on any cycle lane, cycle path, carriageway, parking space, or loading space, and
	c.	Vehicle crossings are not obstructed.
B8b	If there is insufficient space available on the transport corridor berm to accommodate all the rubbish, recycling, and food scraps containers from a development or site, whether there is sufficient space on the berm to accommodate just one, or more of the types of containers from that development, with the rest to be collected from on-site.	

	Business Zones	
B9	Whether the proposed building setback adversely affects the use and safety of public spaces, or the continuity of shopping frontages.	
B10	Whether development of a site adjoining the riverbank encourages pedestrian access to and facilitates public use and enjoyment of, the promenade and environs of the Waikato River.	
B11	In relation to the setbacks from internal boundaries at upper levels (i.e. fourth level and above), the extent to which the proposal minimises shadowing and loss of natural light on existing adjacent buildings by providing adequate separation between the proposed development and any existing residential development.	
	Knowledge Zone	
B12	The extent to which public spaces and streets have been designed to be accessible and open to the public at all times (except where closed for operational safety or security reasons).	
	University of Waikato	
B13	The extent to which existing linkages between land uses are reinforced by the layout of buildings and transport corridors. New connections created should enhance accessibility through the zone and have regard to connectivity to the adjoining University of Waikato campus.	
B14	The extent to which high rise buildings are concentrated on the Hillcrest Road ridge.	
B15	The extent to which the open space character of the northwest sector of the site is maintained.	
	Sites Adjoining the Waikato Riverbank	
B16	The extent to which development of a site adjoining the riverbank:	
	a.	Provides a scale and design of any building or structure that maintains or enhances street and reserve areas, the character and amenity, and the heritage or open space values of the adjoining riverbank area.
	b.	Makes provision for building design and configuration, site layout and/or landscaping which enhances the visual and physical relationship with the Waikato River.
	c.	Mitigates the impact of large developments and vehicular oriented activities on the amenity values of the riverbank environment.
	Development within a Structure Plan Area	
B17	The extent to which the proposal is consistent with any relevant objectives of any structure plan or could prejudice or foreclose options for future urban development and in particular with the proposals shown on the relevant Structure Plan for the area.	
B18	The extent to which the proposed transport network promotes opportunities to achieve:	
	a.	A legible and logical pattern of development in accordance with the planned transport network identified within the relevant structure

		plan or the ability to extend existing transport networks, and
	b.	The future transport network within the relevant structure plan area for which more precise design, location and layout has been approved.
B19	The extent to which the proposal takes into account new information or policies (including but not limited to ICMPs) that will result in outcomes that are more beneficial than those shown on the Structure Plan.	
	Dairies in General Residential ~~and Special Character Zones~~Zone	
B20	The extent to which the site can adequately accommodate the dairy, any associated residential activity, parking, planting, service areas and signage, whilst ensuring that the building would not dominate the streetscape.	
C	**Character and Amenity**	
	General	
C1	The extent to which the activity:	
	a.	Makes adequate provision to protect the visual and acoustic privacy of abutting residential and community uses, including through building and site design and hours of operation.
	b.	~~Is compatible with the location in terms~~Ensures adequate onsite amenity is provided for future occupants. In particularly, internal living spaces should be practical and functionable. As a general rule of ~~maintaining~~thumb, internal living areas should have a minimum dimension of 3.8m. 3m for basic furniture and ~~enhancing the character and amenity of the surrounding streetscape and urban form~~0.8m for circulation.
	c.	~~Is able to avoid, remedy or mitigate adverse effects on~~Provides for accessible and functional storage spaces that meet the ~~existing and foreseeable future amenity~~practical needs of ~~the area, particularly in relation to noise, traffic generation, material deposited on roads, dust, odour and lighting~~residents.
	d.	Is able to avoid, remedy or mitigate adverse effects on the existing and foreseeable future amenity of the area, particularly in relation to noise, traffic generation, material deposited on roads, dust, odour and lighting.
	Reverse Sensitivity	
C2	The extent to which the development (including residential development) has been designed and located so that the potential for reverse sensitivity effects (including noise) are avoided, remedied or mitigated.	
C2a	In the Te Awa Lakes ~~Medium-Density~~ Residential ~~zone~~Precinct and the Te Awa Lakes Business 6 zone, within 100m of Hutchinson Road, the extent to which the main living area outlook is oriented to the north, away from Hutchinson Road.	
C2b	In the Te Awa Lakes ~~Medium-Density~~ Residential ~~Zone~~Precinct, within 200m of the Waikato Expressway, the extent to which the main living area outlook is oriented away from the Waikato Expressway.	
C2c	In the Te Awa Lakes ~~Medium-Density~~ Residential ~~Zone~~Precinct, and the Te	

	Awa Lakes Business 6 Zone, the extent to which the development (including residential development and visitor accommodation) has been designed so that the potential for reverse sensitivity effects on industrial activities in the wider environment are avoided, remedied or mitigated.
C2d	In the Rototuna North East Residential Precinct:
	The extent to which the design of the dwelling or building within the 65m setback from the Waikato Expressway (Designation 90) considers effects from the Waikato Expressway, particularly:
	1. The extent of a reasonable internal noise environment 2. The siting of any principal outdoor living area to mitigate future traffic noise 3. The extent of any acoustic mitigation to new buildings or additions for habitable uses to mitigate noise.
	The extent to which any principal outdoor living area within the 65m setback from the Waikato Expressway (Designation 90) is sited to mitigate the traffic noise of the future Waikato Expressway, including whether it is located to the north of the dwelling to utilise noise attenuation provided by the building form.
	The extent to which the acoustic mitigation of new residential buildings or additions to existing residential buildings for habitable uses will result in mitigating any noise issues generated from the operation of the Waikato Expressway (Designation 90).
	Residential Zone
C3	The extent to which the cumulative effects of a non-residential activity together with other non-residential activities will result in an adverse effect ~~to the~~on any adjoining residential ~~character of the neighbourhood~~activity.
	Central City & Business Zones
C4	The extent to which the level of non-retail activity within a shopping frontage would adversely affect the attraction of shoppers and visitors.
C4a	In Te Awa Lakes Business 6 zone the extent to which the recommendations of an alligator weed management plan in accordance with Rule 1.2.2.22 are to be implemented.
	Future Urban Zone
C5	The extent to which the location and siting of effluent storage and disposal can avoid effects to dwellings or adjoining sites.
C6	The extent to which the rural activity remains the predominant activity on the site.
C7	The extent to which any intensive farming activity avoids adverse effects of noise, odour, vermin and other potential health hazards or mitigates these through management practices, site layout (placement and orientation), design of buildings, screening and landscaping.
C8	The measures to be adopted to avoid, remedy or mitigate potential effects on residential activities on the site and adjoining properties.
	Non-Industrial Activities in the Industrial Zone

C9	The extent to which the non-industrial activity, within an Industrial Zone, serves the needs of an industrial area and adjoining areas, or is more appropriate to an industrial location than in other areas having regard to the nature of the activity, travel demand characteristics and amenity expectations.	
	Residential activities in Figure 9.3a	
C10	For managed care facilities, retirement villages, and rest homes, the extent to which:	
	a.	The siting, scale, design and layout of buildings ensures compatibility between buildings and their integration with other sensitive development on the site, adjacent sites and surrounding public spaces such as Ashurst Park.
	b.	The design, size and location of the private and/or communal open space, parking, loading spaces and driveways on the site achieves a high standard of on-site amenity, noise and visual privacy for residents, and ensures that effects from dust, fumes and light glare are minimised.
	c.	Outdoor living areas or balconies are contiguous with the internal living areas.
	d.	The location of buildings, window and door placement, parking areas and outside amenity areas avoid reverse sensitivity effects on any adjoining industrial activities.
	e.	Existing linkages between land uses are reinforced by the layout of buildings and their positive interface with the proposed linkage road between Maui Street and Karewa Place.
	Subdivision	
C11	The extent to which the proposal is consistent with any relevant design guidance in Appendix 1 Section 1.4.	
C12	The extent to which any boundary adjustment would have potential adverse effects on the site or the surrounding area.	
C13	Whether the subdivision creates lots that are appropriate for their intended use.	
C14	The extent to which subdivision or subsequent building design, including the location of transport corridors and reserves, provides for existing electricity lines and their corridors.	
C15	The extent to which the proposal is consistent with objectives of any relevant structure plan or could prejudice or foreclose options for future urban development and in particular with the proposals shown on the relevant Structure Plan for the area.	
C16	The extent to which the proposal (including the proposed transport network) promotes opportunities to achieve:	
	a.	A legible and logical pattern of development in accordance with the planned transport network identified within the relevant structure plan or the ability to extend existing transport networks, and
	b.	The future transport network within the relevant structure plan area

		for which more precise design, location and layout has been approved.
	Ancillary retailing and offices in the Industrial Zone	
C17	In assessing the suitability for ancillary retail or office activity to expand over the thresholds denoted in the Plan, regard shall be given to the following:	
	a.	Whether the ancillary use is integral to the continuing operation of the principal activity on the site.
	b.	Whether the ancillary use remains incidental and subordinate to the principal activity on the site.
	c.	Whether the principal activity continues to be of an industrial character and nature.
	Fee simple subdivision of apartment buildings	
C18	The suitability of a fee simple subdivision of either an existing, or an approved land use consented, apartment building, is where:	
	a.	Appropriate provision is made for access, services~~,~~ and open space ~~and car parking~~.
	b.	Subdivision layout clearly outlines areas of individual ownership and areas of shared rights and interests in common.
	c.	Easements, access lots, covenants or similar legal instruments that manage individual ownership and any shared space or common ‘elements’ to the subdivision, are provided at time of resource consent application for subdivision.
	d.	Appropriate provision made for infrastructure, particularly where shared between lots or crossing several lots.
	e.	The subdivision layout of the proposed sites does not result in new or increased non-compliance with other city-wide and/or zone rules, and the extent of non-compliance with an approved resource consent for the apartment development.
	Te Ture Whaimana	
C19	The extent to which the proposal gives effect to Te Ture Whaimana by:	
	a.	Realising opportunities to maintain and enhance public access to and along the Waikato River in accordance with Policy 2.2.2b.
	b.	Protecting, restoring, and enhancing indigenous aquatic and terrestrial biodiversity, including restoration of ecosystems, habitat and wetlands, and the establishment or enhancement of ecological corridors.
	c.	Managing contaminants entrained in stormwater to restore and protect water quality in the receiving environment.
	d.	Remedying existing, or avoiding future, stream erosion, and land instability.
	e.	Protecting or enhancing the catchment’s natural features, landform, character, functioning, and amenity.
D	**Natural Character and Open Space**	

	General	
D1	The extent to which buildings, earthworks, developments and site layout and clustering:	
	a.	Complements and retains the underlying landform and the legibility of the ridgeline features including views to and from ridgelines, having regard to both immediate and cumulative effects.
	b.	Provides a sufficient area of open space to enable a sense of the underlying landform to be retained.
	c.	Retains and incorporates natural features and established mature and indigenous vegetation into the design.
D2	The extent to which the site for a proposed building or structure integrates with the site features of the open space.	
	Activities Affecting Scheduled Trees or a Significant Natural Area	
D3	The extent to which activities associated with the proposal will:	
	a.	Adversely affect any identified value of the tree.
	b.	Adversely affect the health of the tree.
	c.	Adversely affect any identified value of the Significant Natural Area.
	d.	Adversely affect the health of the Significant Natural Area.
	e.	Cause the loss of habitat that provides a key life-cycle function or the physical disturbance of indigenous species listed as ‘threatened’ or ‘at risk’ in the New Zealand Threat Classification Systems Lists.
D4	The extent to which impermeable surfaces adversely affect water quality, and the surrounding watertable.	
D5	The extent to which vegetation removal adversely affects the natural character or landscape value of any lake or wetland and the ability to offset such effects through restoration or enhancement.	
D6	The extent to which any earthworks will adversely affect the surrounding water table and water quality and the opportunity to mitigate the loss of water from the site.	
D7	The extent to which earthworks exacerbate or contribute to flooding, both on-site and off-site.	
D8	Whether the removal of peat soils can be mitigated to protect the surrounding water table.	
D9	Where it is clearly impractical to dispose of stormwater to ground the provision of other mitigation measures to maintain the water table and protect water quality.	
D10	The extent to which undertaking the activity will enable replacement or enhancement of existing vegetation, natural values, or the improvement of riparian margins.	
	Non-emergency Works to, Removal or Transplanting of, a Scheduled Tree	
D11	The extent to which the tree is causing serious damage to structures or the	

	tree constitutes a hazard to human health, property and infrastructure.	
D12	Whether the tree's chance of survival, in the case of transplanting, is better than in its existing location.	
D13	Whether alternative developments avoiding the need to remove the tree(s) have been adequately considered.	
	Surface of Water	
D14	The extent to which water flows are impeded and the potential for debris to be snagged.	
D15	The extent of the effect of the proposal on:	
	a.	Natural character, ecological values, riparian habitat, recreational values, landscape quality and amenity values of the waterway.
	b.	Public access to the waterway and on the surface of water.
	c.	Adjacent scheduled historic buildings, structures and sites, significant natural areas and significant trees.
	d.	Land-based activities.
	e.	Other users of the water body including recreational and other commercial activities.
	f.	Health and safety and effects on navigation.
	g.	Stirring sediment, transporting weeds and aquatic pests.
	h.	Bank erosion.
D16	The extent to which the effects of flow levels of the river have been taken into account. (Events should not take place when the Waikato River is in flood, or in low-flow condition.)	
D17	The extent to which the design of a pontoon, jetty or boat ramp allows for the operation of the Waikato Hydro System between the lower and upper operating levels for the System.	
	Esplanade Reserves and Strips	
D18	Any reduction in the required width of esplanade reserve or strip may be considered where:	
	a.	Topography or the location of an existing building dictates a practical boundary less than 20m.
	b.	Reduction of part is offset with a compensatory increased width elsewhere.
		Note *For any stream, the purpose of the reserve can be met by a lesser width but should not be considered less than 4m.*
	And, whether the varied width of the esplanade reserve or strip is such that:	
	c.	There is adequate public access to any river, lake or stream and their margins to enable the public to meet any social, recreational or cultural needs.
	d.	The natural habitats of flora and fauna in, on or surrounding the

		river, lake or stream are not adversely affected.
	e.	Any Significant Historic Heritage sites identified in Schedule 8A or 8B of Appendix 8 are protected from encroaching development.
	f.	Any adverse impacts on water quality are adequately and efficiently mitigated.
D19	In assessing whether an esplanade strip should be set aside, the Council will consider:	
	a.	Whether there is a need to retain public access because the opportunity to acquire an esplanade reserve is unlikely to arise.
	b.	Whether public benefits can be achieved.
D20	The banks of any river, lake or stream can be adequately and efficiently maintained.	
E	**Heritage Values ~~and Special Character~~**	
	General	
E1	The extent to which the proposal, development, excavation or subdivision of a historic heritage site or place:	
	a.	Is consistent with the identified heritage values, including scale, design, form, style, bulk, height, materials and colour, and retains, protects or enhances the historic context.
	b.	Provides for design, layout or location of the activity, including associated building platforms, vehicle access and services on site in a manner that will minimise the disturbance of the site.
	c.	Provides for the on-going maintenance of the site to ensure that the site is preserved and that damage does not occur.
	d.	In Schedule 8A of Appendix 8 maintains visual linkages between the building or structure and the street.
	e.	Is compatible with the reasons for inclusion of the building, structure or site and its significance in Schedules 8A or 8B, of Appendix 8.
	f.	Addresses cumulative effects on heritage values.
	g.	Considers the irreversibility of an effect (e.g. the loss of unique features)
	h.	Considers the opportunities for remediation and the costs and technical feasibility of remediation.
	i.	Considers the resilience of the heritage feature to change (e.g. the ability of the feature to assimilate change, or the vulnerability of the feature to change).
	j.	Adheres to the conservation principles of International Council on Monuments and Sites (ICOMOS) New Zealand Charter (2010) for the Conservation of Places of Cultural Heritage Value, where applicable.
	k.	Includes consultation with Heritage New Zealand Pouhere Taonga.
	l.	In the event of relocation, has adequately considered whether the

		relocation is necessary and whether appropriate measures are proposed to ensure any potential adverse effects on heritage values are avoided, remedied or mitigated.
	m.	Incorporates proposed planting, fencing and identification (e.g. signage) sufficient to ensure site recognition.
E2	The extent to which the heritage values of any buildings or places identified in Schedules 8A or 8B of Appendix 8 would be adversely affected by the proposal.	
E3	The extent to which the proposal including modification, re-use, renovation or restoration to the building or structure:	
	a.	Contributes positively to the character of the surrounding area and maintains the relationship of the building or structure with its setting.
	b.	Will maintain and enhance environmental, social, or cultural effects for the wider community.
	c.	Considers the extent to which the primary façade of a scheduled building is proposed to be altered, and whether the main determinants of the style and character, and the heritage significance, of the building are maintained or restored.
	d.	Ensures new buildings respect the design, scale and materials of any original façade.
E4	The extent to which it is practicable to provide noise insulation to the required standard without compromising the heritage significance and fabric of the building.	
E5	The extent to which the addition of an awning would likely detract from the original character of an identified heritage building in Schedule 8A and 8B of Appendix 8.	
	Historic Heritage Area	
E6	For Temple View Historic Heritage Area, the extent to which new development or earthworks (including the planting or removal of vegetation and trees) would adversely affect the landscape setting and views of the Temple from Tuhikaramea Road.	
E7	For Temple View Historic Heritage Area, the extent to which works to a transport corridor or parking area continue the consistent use of materials and kerb edging used throughout the historic heritage area.	
E8	For Temple View Historic Heritage Area, the extent to which provision has been made for the investigation, recording or preservation of any archaeological deposits or features.	
E9	The extent to which the proposed development, building, structure, alteration or addition is compatible with the scale, form, style, bulk, height, colour or materials of surrounding buildings or structures within the identified historic heritage areas.	
E10	The extent to which proposed development, building, structure, alteration or addition maintains or enhance a coherent physical and visual qualities within the identified historic heritage areas through the setback of buildings from the transport corridor, visibility between the dwelling and the transport corridor and high levels of landscaping and permeable surfaces within the	

	front building setback.
	~~**Temple View Heritage Area**~~
~~E6~~	~~The extent to which new development or earthworks (including the planting or removal of vegetation and trees) would adversely affect the landscape setting and views of the Temple from Tuhikaramea Road.~~
~~E7~~	~~The extent to which works to a transport corridor or parking area continue the consistent use of materials and kerb edging used throughout the Heritage Area.~~
~~E8~~	~~The extent to which provision has been made for the investigation, recording or preservation of any archaeological deposits or features.~~
	~~**Temple View Character Area**~~
~~E9~~	~~The extent to which development maintains the characteristic setback of buildings from the transport corridor, visibility between the dwelling and the transport corridor and high levels of landscaping and permeable surfaces within the front building setback.~~
~~E10~~	~~The extent to which the proposed development, building, structure, alteration or addition is compatible with the scale, form, style, bulk, height, colour or materials of surrounding buildings or structures within the Temple View Character Area.~~
~~E11~~	~~Whether removal of any building or structure within Precinct 1, 2 and 4 will affect the gateway appearance of the Temple View Character Area.~~
~~E12~~	~~The extent to which the generous spacing between single dwellings is maintained.~~
~~E13~~	~~Whether it has been clearly demonstrated that demolition of any heritage building in Schedule 8A of Appendix 8 is necessary, considering alternatives for the refurbishment or re-use of the building, financial cost and technical feasibility.~~
~~E14~~	~~Any immediate or cumulative effects of the loss, alteration or removal of any buildings on the overall coherence of the Temple View Character Area.~~
~~E15~~	~~The extent to which new development or earthworks would adversely affect the landscape setting and views of the Temple View Character Area.~~
~~E16~~	~~The extent to which new development maintains a coherent character within the Temple View Character Area and, where relevant, integrates with development within the subject Precinct, and any adjacent Precinct.~~
	Peacocke ~~Special Character Zone~~Residential Precinct
~~E17~~E11	The extent to which provision for effluent and stormwater disposal mitigates any risk of landslip or erosion and avoids adverse effects on water quality as it relates to ground water, the Waikato River, and the Mangakotukutuku gully ecosystem.
~~E18~~E12	The extent to which the proposed development takes into account existing rural activities, the location of existing use building platforms and the proposed arterial transport corridors as shown on the Peacocke structure Plan.
~~E19~~E13	Whether the placement of buildings would facilitate future urban re-subdivision particularly with regards to achieving a cohesive urban layout

	anticipated by the Peacocke Structure Plan and does not compromise the economic provision of future infrastructure.	
~~E20~~E14	The extent to which the development provides for the avoidance of natural hazards.	
~~E21~~E15	The extent to which a development could have an adverse effect on the consistency and amenity of the area or the presence of mature vegetation.	
~~E22~~E16	Any positive impacts to the neighbourhood or the wider community, including the extent to which the activity might enhance the amenity of the area.	
~~E23~~E17	Any cumulative effects from the activity, whether on its own or in combination with other activities in the area.	
~~E24~~E18	The extent to which the proposed development is compatible with the intent of the consented Master Plan.	
	~~**Rototuna North East Character Zone**~~	
~~E25~~	~~The extent to which any proposed development or building is consistent with the development controls for the Rototuna North East Character Zone and responds to the existing landform, including the extent to which it avoids excessive earthworks including significant cutting and filling, and does not adversely affect the natural topography, the construction or operation of the Waikato Expressway (Designation E90) or Council infrastructure.~~	
~~E26~~	~~The extent to which the development is compatible with the landform and size of the site, having regard to the intended open space and character of the area.~~	
~~E27~~	~~The relationship between the scale of any buildings on the site and existing residential development, having regard to the intended character of the area.~~	
~~E28~~	~~The extent to which the subdivision creates a block pattern with lots fronting streets and backing onto the rear of other lots, addressing the natural landform of the area and on the steeper land, the shape factor circle is located to the front of the sites with low gradients to facilitate building development and access, transitioning the slope to the steeper areas to the rear of the site.~~	
~~E29~~	~~The extent of any positive impacts to the neighbourhood or the wider community, including the extent to which the activity might enhance the amenity of the area.~~	
~~E30~~	~~The extent to which the design of the dwelling or building within the 65m setback from the Waikato Expressway (Designation 90) considers effects from the Waikato Expressway, particularly:~~	
	i.	~~The extent of a reasonable internal noise environment~~
	ii.	~~The siting of any principal outdoor living area to mitigate future traffic noise~~
	iii.	~~The extent of any acoustic mitigation to new buildings or additions for habitable uses to mitigate noise.~~
~~E31~~	~~The extent to which any principal outdoor living area within the 65m setback from the Waikato Expressway (Designation 90) is sited to mitigate the traffic noise of the future Waikato Expressway, including whether it is located to the north of the dwelling to utilise noise attenuation provided by the building form.~~	

~~E32~~	~~The extent to which the acoustic mitigation of new residential buildings or additions to existing residential buildings for habitable uses will result in mitigating any noise issues generated from the operation of the Waikato Expressway (Designation 90).~~		
	Railway Park		
~~E33~~E19	The extent to which any new building or additions or alterations to an existing building in Railway Park (Lot 1 DP S37471) is compatible with the material, form and design of the surrounding residential development and existing buildings within Railway Park, in particular the Frankton Junction NZ Railways Institute Hall (Refer to Appendix 8, Schedule 8A, H44).		
F	**Hazards and Safety**		
	General		
F1	The extent to which the size, location and design of the proposed building, infrastructure, structures, stored goods and materials, fences or walls:		
	a.	Affects the scale, location and orientation of any overland flow path.	
	b.	Provides for sufficient permeability:	
		i.	So as not to obstruct any overland flow, and
		ii.	To mitigate the likelihood of debris becoming trapped.
	c.	Has sufficient height clearance to mitigate the risk of being affected by inundation.	
	d.	Has the structural integrity to withstand inundation.	
F2	The extent to which an appropriate building platform can be provided free from any identified hazard area.		
F3	The extent to which the applicant has demonstrated, through the use of an engineering design report:		
	a.	That the risk of ground failure can be reduced to avoid the effects on the safety of occupiers and neighbours.	
	b.	That any structure will perform safely under hazard conditions for the life of the structure.	
	c.	That any work to be carried out maintains the stability of the river bank or gully and does not increase the risk of ground instability on the subject site or adjacent sites.	
F4	The extent to which a flood risk assessment report submitted, with the proposal, contains recommended refinements to the extent of any Flood Hazard Area as a result of additional flood hazard modelling or site specific topographical analysis.		
	Earthworks		
F5	The extent to which the earthworks:		
	a.	Will obstruct or provide overland flow paths or natural surface ponding areas.	
	b.	Are managed, designed and constructed to:	
		i.	Provide any sediment control measures necessary to

			control the discharge of sediments.
		ii.	Remain safe and stable for the duration of the intended land use.
		iii.	Provide safe and accessible building sites and infrastructure.
		iv.	Provide for the adequate control of stormwater, cater for natural groundwater flows, and avoid adverse effects from changes to natural water flows and established drainage paths.
		v.	Avoid exacerbating the effects of natural hazards and ecological effects arising from additional sediment release.
	Hazardous Facilities		
F6	The extent to which the proposed site design, construction and operation of a hazardous facility are appropriate to:		
	a.	Avoid the accidental release, or loss of control, of hazardous substances, and whether adequate emergency and spill contingency plans are provided; and	
	b.	Avoid and mitigate any adverse effects resulting from activities on the site involving hazardous substances on people, property and environmentally sensitive areas.	
F7	The extent to which off-site transport of hazardous substances has been adequately addressed, and the extent to which vehicles transporting hazardous substances use appropriate routes and do not use local transport corridors in residential areas.		
F8	The extent to which the waste management plan adequately addresses the management of significant quantities of wastes containing hazardous substances, including procedures for disposal practices and use of waste contractors.		
F9	Where appropriate, the extent to which alternative locations have been considered adequately.		
F10	The extent to which the risks presented by the hazardous facility to humans, the environment and property have been assessed fully and systematically, and whether they are able to be avoided or minimised satisfactorily.		
	Nuisance and Health		
F11	The extent to which industrial activities giving rise to nuisance can be adequately managed or sited so as to reduce the impact on neighbouring sites.		
F12	The extent to which noise effects have been addressed in a noise management plan, including the location of specific noise generating activities, hours of amplified sound and the potential mitigation proposed.		
F13	The extent to which the activity may have adverse effects on the environment including water discharges, air pollution, noise and other emissions.		
F14	The extent to which any habitable rooms are located, oriented or designed in such a way that would make noise insulation to the required standards		

	unnecessary.		
G	**Transportation**		
	General		
G1	The extent to which the proposal:		
	a.	Integrates with, and minimises adverse effects on the safe and, to the extent consistent with the transport priorities set out in Policy 25.14.2.1g, efficient functioning of the transport network and infrastructure.	
	b.	Minimises conflicts between users both within the site and any adjoining transport corridor.	
	c.	~~Encourages~~Prioritises easy and safe access and circulation for ~~those not arriving~~walking, cycling, micro-mobility, and public transport over travel by private vehicle and recognises and provides for the Transport Mode Hierarchy.	
	d.	~~Provides for~~Prioritises the accessibility needs of ~~all users of~~the transport disadvantaged, mobility and vision-impaired, young children, and the ~~site~~elderly.	
	e.	Provides ~~convenient and safe circulation for connections and/or the provision of facilities for passenger transport modes of travel~~, relative to the scale of the proposal, convenient and safe connections to, and/or provision of facilities for, public transport.	
	f.	Provides for integration with neighbouring activities to reduce the need for separate parking facilities or traffic movements on the transport network.	
	g.	Improves the quality, and amenity of facilities for public transport, cycling, walking, and micro-mobility and realises opportunities to enable everyone to be active and explore the city.	
	h.	Gives effect to Te Ture Whaimana by:	
		i.	Realising opportunities to maintain and enhance public access to and along the Waikato River in accordance with Policy 2.2.2b
		ii.	Including the planting, retention, and maintenance of indigenous trees and vegetation within transport corridors and supporting the establishment of ecological corridors.
		Note *Acceptable means of compliance for the provision, design and construction of infrastructure is contained within the ~~Hamilton City~~Regional Infrastructure Technical Specifications.*	
G2	The extent to which the proposal and the traffic (including nature and type of the traffic, volume and peak flows, and travel routes) generated by the proposal:		
	a.	Requires improvements, modifications or alterations to the transport network and infrastructure to mitigate its effects.	
	b.	Achieves, to the extent consistent with the transport priorities set out in Policy 25.14.2.1g, efficient connectivity and accessibility of	

		transport corridors, pedestrian and micro-mobility accessways, cycleways, public reserves and green corridors.		
	c.	Adversely affects the streetscape amenity, particularly in relation to sensitive land use environments (e.g. residential land use environments identified within Table 15-4a of Appendix 15).		
	d.	Responds to climate change and reduces transport emissions by reducing the need to travel and reducing vehicle kilometres travelled.		
	e.	Uses rear lanes for property access to minimise the number of vehicle crossings and prioritise safety for pedestrians, cyclists, and micro-mobility users.		
	Integrated Transport Assessment ***Note*** *In addition to the specific ITA criteria outlined in G3 to G6 below, the balance of criteria contained within Section G may be used to assess a simple or broad ITA where considered relevant.*			
G3	The extent to which the proposal considers and responds to:			
	a.	The issues, opportunities and shared outcomes in ~~the Access~~ Hamilton City Council's Transport Strategy~~ and its associated Action Plans~~.		
	b.	Relevant:		
		i.	Waka Kotahi ~~New Zealand~~NZ Transport Agency guidelines	
		ii.	Kiwirail guidelines	
		iii.	Regional and national transport and growth strategies	
		iv.	National emissions reduction and climate change strategies or plans.	
	c.	The recommendations and proposed conditions of any integrated transport assessment prepared to accompany the application.		
	d.	Issues and outcomes arising from consultation with the relevant road controlling authorities and/or Kiwirail.		
	e.	The recommendations and proposed methods identified in any travel plan prepared to accompany the application.		
G4	The extent to which the proposal incorporates travel ~~demand management and~~planning, is well-located to be served by ~~passenger~~public transport, provides ~~or encourages other active modes of~~for the Transport Mode Hierarchy, and prioritises walking, cycling, micro-mobility, and public transport over travel ~~such as walking or cycling~~by private vehicle.			
G5	The extent to which an integrated transport assessment assesses how the proposal and any mitigation measures ensure that the safety and, to the extent consistent with the plan's transport priorities, efficiency of the transport network is maintained or enhanced.			
G6	The extent to which an Integrated Transport Assessment assesses how the proposal and any mitigation measures affect embodied and operational greenhouse gas emissions and respond to future climate change effects and risks.			

~~G6~~G7	Whether access restrictions, auxiliary lanes or other measures are necessary to provide for the safe and, to the extent consistent with the transport priorities set out in Policy 25.14.2.1g, efficient operation of key transport corridors such as:	
	a.	Major arterial transport corridors
	b.	Transport corridors that are part of the Strategic Network
	c.	Transport corridors carrying more than 20,000 vehicles per day or with four or more vehicle lanes.
	d.	Transport corridors with a marked cycle lane, cycle path, or shared path.
	e.	Transport corridors with public transport services.
~~G6a~~G8	Provision of safe walking and cycling connectivity between the Waikato Expressway and the Te Awa Lakes Structure Plan area.	
	Access	
~~G7~~G9	The extent to which the proposal minimises the number of vehicle access points to transport corridors, ~~taking into account~~considering:	
	a.	Opportunities that exist for shared access with adjoining sites.
	b.	The hierarchy of the fronting transport corridor and opportunities that exist for access to transport corridors of a lower status (e.g. collector or local transport corridors or service lanes).
	ba.	The adjacent land use and zoning.
	c.	Traffic generated by the proposal.
	d.	The siting of the access points with respect to adjacent access points, visibility, safety, and flow.
	e.	The operational requirements of the proposal.
	f.	Potential obstruction for access to network utilities.
	g.	The appropriateness of restricting types of movements (e.g. left in/out only, entry or exit only).
	h.	The impact of individual and multiple vehicle entrances (which break up berm, landscaping, parking, footpath, and cycleway continuity) on streetscape amenity, continuous street tree canopy, rubbish, food scraps, and recycling collection, retail frontage areas and pedestrian, micro-mobility, and cycle movements.
	i.	The cumulative effects on ~~traffic~~ safety and efficiency from multiple ~~vehicular~~vehicle accesses on to major arterial routes and whether this can be ~~adequately~~ addressed.
	j.	The ability of pedestrians, cyclists, and micro-mobility and public transport users to access the site from the opposite side of the carriageway with minimal detour and delay and provision for safe access across and through any intersections in the vicinity of the development.
G10	The extent to which the proposal is designed to:	

	a.	Accommodate manoeuvring of large rigid trucks such as public transport, fire, and rubbish, food scraps, and recycling collection vehicles within the transport corridor.
	b.	Separate loading and service areas from pedestrian, micro-mobility, and cycle movements.
	c.	Provide adequate on-site manoeuvring and circulation to allow rubbish, food scraps, and recycling collection vehicles to enter and leave the site without reversing on or off the transport corridor.
	d.	Separate vehicle access and manoeuvring areas from pedestrian, cycle, and micro-mobility movements.
G11	Where the proposal relies on an existing private way for access, the extent to which:	
	a.	The cumulative safety and efficiency effects of the proposal on the operation of the private way have been considered for all users.
	b.	The private way is designed to include traffic calming measures to promote slow vehicle speeds and provide a safe shared space.
	c.	The alignment, length and width of the private way requires widening to enable opposing vehicles, pedestrians, cyclists, and micro-mobility users to pass each other.
	d.	The private way is designed in accordance with CPTED principles to provide a high level of safety and personal security.
	e.	The nature and type of traffic requires lighting of the private way.
	f.	The cumulative increase in traffic requires improvements to the surface or pavement of the private way.
G12	The extent to which it is practicable to achieve the maximum block lengths and maximum block perimeters specified in Rule 23.7.4 f and g and Rule 23.7.5 l and m within the site.	
	Parking	
~~G8~~	~~Except in the Central City Zone the extent to which the proposal provides for anticipated parking demand to meet current and future needs.~~	
~~G9~~G13	In assessing the number of parking spaces and the adequacy of end-of-journey facilities, regard may be had for the following:	
	a.	The anticipated parking demand generated by the proposal including typical operating and peak conditions.
	b.	The hours of operation relative to other activities on the site or on adjoining sites and opportunities for sharing parking spaces.
	c.	The ability and appropriateness of adjacent transport corridors being used to accommodate on-road parking, particularly ~~in regard to~~regarding the safe and efficient operation of the transport network, any need to use the space for walking, cycling, micro-mobility, or public transport facilities, and the protection of local character.
	d.	The availability of appropriate off-road public parking in the locality.
	e.	~~Options for providing additional parking if required in the future.~~

	f.	~~The extent to which the provision of end-of-journey facilities, such as bicycle parking, showers, changing rooms and lockers are provided.~~
	e.	The extent to which provision for ~~active modes of transport or~~travel by walking, cycling, and micro-mobility have been prioritised over travel ~~planning has been made~~by private vehicle.
	f.	The availability of passenger transport services in the locality, the proximity of the proposed activity to passenger transport stops and the extent to which those passenger transport services are suited to providing for the transport needs of the proposed activity.
	g.	The extent to which the proposal provides dedicated parking spaces for car-share and ride-share schemes and taxis.
	h.	The extent to which the proposal provides dedicated parking spaces and charging facilities for electric vehicles.
G14	In assessing the number and location of accessible parking spaces, regard may be had to the number and location of accessible parking spaces provided within the transport corridor.	
~~G10~~G15	In assessing whether the parking demand for a particular proposal may be provided on other sites, regard shall be given to the following:	
	a.	Whether off site parking is ~~in~~ close ~~proximity~~ with clear, safe and convenient access.
	b.	Whether shared parking provision is acceptable particularly where hours of operation are different.
	c.	The desirability of avoiding vehicular access to the site because of the effects on ~~traffic~~road user safety or pedestrian amenity.
	d.	The convenience and safety of those using the parking spaces especially the ~~general~~ public.
	e.	Any arrangement for alternative parking provision is ~~adequately~~ secured by a legally binding mechanism.
	f.	The extent to which the safe and efficient functioning of the transport corridor is affected.
	Cycle and Micro-Mobility Parking and End-of-Journey Facilities	
G16	In assessing the location, number and design of cycle and micro-mobility parking spaces and end-of-journey facilities, regard may be had to the following:	
	a.	Whether the number of cycle and micro-mobility parking spaces and end-of-journey facilities provided are sufficient considering the nature of the activity on the site and the mode share targets set out in HCC's Transport Strategy.
	b.	Whether the cycle and micro-mobility parking facilities are designed and located to match the needs of the intended users.
	c.	Whether the provision, design and location of cycle and micro-mobility parking facilities will disrupt pedestrian traffic, disrupt active frontages, or detract from an efficient site layout or amenity value of the street.

	d.	The extent to which alternative cycle parking is available which is close to the development entrance.
	e.	Whether alternative end-of-journey facilities that meet the needs of the intended users are available nearby and readily accessible.
	f.	Whether artificial lighting is provided for parking facilities that are inside or operate outside the hours of daylight.
	g.	Whether parking spaces in public areas are located so they can be detected by the visually impaired so as not to create a safety hazard.
	h.	The extent to which the parking spaces are designed and located in accordance with CPTED priciples to provide a high level of safety and personal security.
	Micro-mobility Parking Spaces	
G17	In assessing a proposal to substitute more than 10% of cycle parking spaces required by Table 15-1a of Volume 2, Appendix 15-1 with dedicated micro-mobility parking spaces on a 1-for-1 basis, regard may be had to the extent to which:	
	a.	Evidence, such as, e.g., a survey undertaken as part of travel plan preparation, justifies the substitution.
	b.	The design of each micro-mobility parking space and its location provides no less security for the parked device and personal safety and convenience for its user as cycle parking spaces provided in accordance with this plan provide for cycles and cyclists.
	New Transport Corridor Design	
~~G11~~G18	The extent to which transport corridor design provides design elements identified in or otherwise contrary to any criteria contained in Table 15~~-6a~~-5a)ii of Appendix 15.	
G19	The extent to which the transport corridor design provides public transport infrastructure including accessible bus stops, bus stop shelters, bus priority measures on key corridors or at key intersections, bus turning facilities, including interim facilities, and facilities for pedestrians to cross transport corridors to access public transport stops.	
G20	The outcome of any consultation with the Waikato Regional Council regarding public transport.	
~~G12~~G21	The extent to which the transport corridor design meets the ~~traffic~~transport needs of the area and the wider transport network, ~~taking into account~~considering the function of the corridor in the transport corridor hierarchy and the transport mode hierarchy.	
~~G13~~G22	The extent to which the width and alignment of the transport corridor is sufficient to accommodate, in a safe and efficient manner, the volume and type of traffic likely to use it, including active modes, micro-mobility, public transport, service and emergency vehicles and heavy vehicles.	
G23	Whether the berm is wide enough to accommodate any indigenous trees proposed to be planted in it.	
~~G14~~G24	~~The adequacy of provision for the movement of pedestrians, cyclists,~~	

	physically impaired and transport disadvantaged and any implications for their safety.	
G15G25	The adequacy of provision within the transport corridor for parking spaces relative to existing and potential developments on adjoining land.	
G16G26	The extent to which the extension toof an existing, new or an upgraded transport corridor 'matches' the rest of the existing transport network (e.g., levels, design, construction).	
G17G27	The extent to which the design of the roadtransport corridor allows for easy installation and maintenance of non-transport infrastructure, features that facilitate play, and amenity tree planting.	
G18G28	The extent to which the design of the transport corridor recognises and provides for the character, play attributes, biodiversity, and amenity values of the adjacent land use.	
G29	Whether rubbish, food-scraps, and recycling collection points within the transport corridor are adequate for the scale of the development.	
G30	The extent to which the transport corridor design addresses the safety effects or nuisances to pedestrian, cyclists, micro-mobility users, and traffic resulting from the placement of rubbish, food-scraps, and recycling bins within the transport corridor.	
	Note *In considering the above matters Council may have regard to relevant parts of Austroads Design Guides and NZS 4404:2010 Land Development and Subdivision Infrastructure, and the Hamilton CityRegional Infrastructure Technical Specifications, and National Association of City Transportation Officials (NACTO) Urban Street Design Guide (2013) and Urban Bikeway Design Guide (2014).*	
	Rubbish, Food-Scraps and Recycling Collection/ Service Areas	
G31	Where service areas are provided for apartments, multi-unit developments and mixed-use developments, consideration will be given to:	
	a.	Whether sufficient space can be provided for service activities and rubbish, food-scraps, and recycling collection such that each unit has either individual space or access to appropriately sized and conveniently located communal spaces.
	b.	Whether sufficient screening can be achieved for communal areas of rubbish, food-scraps, and recycling storage particularly where these can be viewed from public spaces.
G32	The extent to which the design and location of the rubbish, food-scraps, and recycling collection and loading point:	
	a.	Avoids or mitigates the safety risks or nuisances to pedestrians, cyclists, micro-mobility users, and vehicles resulting from the placement of waste containers, either in terms of day-to-day storage or collection.
	b.	Has clear, safe, and convenient access for users and for waste collection vehicles.
	c.	Minimises the need for manual handling of waste containers between the storage areas and the waste collection vehicle/ collection point.

	d.	Provide for rubbish, food-scraps, and recycling collection and loading operations to occur on a level surface away from vehicle ramps.
	e.	Provide sufficient side and vertical clearance to allow the lifting arc for automated bin lifters to remain clear of any wall or ceiling and all ducts, pipes, and other surfaces.
	Travel Plan	
G33	The extent to which the Travel Plan considers:	
	a.	The scale, nature, and location of the proposed development.
	b.	Opportunities for maximising use of public transport, walking, cycling and micro-mobility.
	c.	The number, location, and quality of end-of-journey facilities.
	d.	The use of incentives for maximising use of public transport, walking, cycling and micro-mobility.
	e.	Setting realistic quantifiable performance measures.
	f.	Effective implementation and monitoring of the Travel Plan.
	Rear Lanes	
G34	For the creation of a private rear lane, the extent to which:	
	a.	An appropriate legal mechanism will be established for ownership and ongoing management and maintenance of the lane and for providing indemnity for collection of rubbish, food-scraps, and recycling (where the collection vehicles are proposed to enter the rear lane).
	b.	The lane is designed to accommodate the passage of large rigid trucks such as fire, rubbish, food-scraps, and recycling-collection trucks (where these are proposed to enter the rear lane).
	c.	The lane is designed to include traffic calming measures to promote slow vehicle speeds and provide a safe shared space.
H	**Functionality, Vitality and Amenity of Centres**	
H1	The extent to which the proposed retail or office activity (having regard to its size, composition and characteristics), in conjunction with other established or consented retail or office activity:	
	a.	Avoids adverse effects on the vitality, function and amenity of the Central City and sub-regional centres that go beyond those effects ordinarily associated with competition on trade competitors.
	b.	Avoids the inefficient use of existing physical resources and promotes a compact urban form.
	c.	Promotes the efficient use of existing and planned public and private investment in infrastructure.
	d.	Reinforces the primacy of the Central City and the functions of other centres in the business hierarchy.
H2	Whether and to what extent the proposed Supermarket activity in the	

	Industrial, Business 1 or 4 zones:	
	a.	Avoids adverse effects on the vitality, function and amenity of the Central City and sub-regional centres that go beyond those effects ordinarily associated with competition on trade competitors.
	b.	Avoids the inefficient use of existing physical resources and promotes a compact urban form.
	c.	Promotes the efficient use of existing and planned public and private investment in infrastructure.
	d.	Is located within a catchment where suitable land is not available within the business centres.
	e.	Reinforces the primacy of the Central City and does not undermine the role and function of other centres within the business hierarchy where they are within the same catchment as the proposed supermarket.
I	**Network Utilities and Transmission**	
	Network Utilities	
I1	The extent to which alternative technologies and techniques have been considered.	
I2	The extent to which co-location of overhead electricity and telecommunication lines is technically, economically and practically reasonable.	
I3	The extent to which the proposal is in accordance with relevant industry standards and meets specified clearance requirements for operational and safety reasons.	
I4	The extent to which the proposal will adversely affect the amenity values of the site and locality.	
I5	The extent to which there are difficult ground conditions, topography or obstructions which make undergrounding impractical.	
I6	The extent to which it is necessary for the proposed site to provide and maintain essential network utility services.	
	Electricity Transmission	
I7	The extent to which the location, height, scale, orientation and use of buildings and structures is appropriate to manage the following effects.	
	a.	The risk to the structural integrity of the transmission line.
	b.	The effects on the ability of the transmission line owner to access, operate, maintain and upgrade the transmission network.
	c.	The risk of electrical hazards affecting public or individual safety, and risk of property damage.
	d.	The extent of earthworks required, and use of mobile machinery near transmission lines, which may put the line at risk.
	e.	Minimising adverse effects including reverse sensitivity, visual and nuisance effects and from transmission lines.

	Note *Consultation with Transpower New Zealand Ltd (or its successor) is advised when considering construction within Transmission Corridors A or B. The New Zealand Electrical Code of Practice NZECP 34:2001 contain restrictions on the location of structures in relation to lines.*	
I8	The extent of separation between specified building envelopes and existing lines ensures any adverse effects on and from the Electricity Transmission network and on public safety are appropriately avoided, remedied or mitigated.	
I9	The extent of separation between the location of any proposed trees and existing lines, taking into account:	
	a.	The likely mature height of the trees,
	b.	Whether they have potential to interfere with the lines, and
	c.	Whether an alternative location for the trees would be more suitable to meet the operational requirements of the lines' owner.
	Note *All trees/vegetation planted in the transmission corridor must achieve compliance with the Electricity (Hazards from Trees) Regulations 2003.*	
I10	The extent to which appropriate safeguards are in place to avoid contact or flashovers from lines, and effects on the stability of support structures.	
	Note *All earthworks, including the use of mobile plant, must comply with the requirements of the New Zealand Electrical Code of Practice 34:2001 (NZECP 34:2001).*	
I11	The extent to which appropriate safeguards are in place to avoid contact or flashovers from lines, and effects on the stability of support structures.	
J	**Three Waters ~~Capacity and~~ Techniques**	
J1	The extent to which the proposal:	
	a.	Can be adequately serviced by capacity within existing Three Waters infrastructure, including access to and use of an appropriate and sustainable water source.
	b.	Can dispose of stormwater while protecting and enhancing the receiving environment and wastewater without adversely affecting the surrounding environment.
J2	Whether the servicing needs of the proposal would necessitate additional public investment in Three Waters infrastructure, services or amenities.	
	Note *Information requirements relating to Water Impact Assessment or ICMP applications are outlined in Volume 2, Appendix 1.2.*	
J3	The extent to which the proposal is consistent with the provisions of any Integrated Catchment Management Plan (ICMP) relevant to the site and a consideration of consent conditions imposed in order to achieve that consistency.	
J4	Where there is no ICMP, the extent to which the proposal incorporates sustainable management techniques and controls to:	
	a.	Protect and restore water quality.

	b.	Protect and restore the integrity and health of any water courses.
	c.	Maintain land stability.
	d.	Limit erosion and sedimentation.
	e.	Limit water wastage.
	f.	Limit the generation of stormwater and wastewater.
	g.	Limit water usage.
J5	Where there is no ICMP, for all new industrial and commercial users with a requirement for high volumes and pressures, the extent to which onsite water storage is provided.	
J6	Where there is no ICMP, for development that will create a trade waste discharge:	
	a.	The extent to which suitable and safe practices will be employed.
	b.	The extent to which such waste can be treated or pre-treated onsite to improve the quality of the waste or decrease the amount of the waste, prior to any discharge to the municipal wastewater treatment network.
J7	Where there is no ICMP, for development that will create a trade waste discharge:	
J8	For ICMPs, whether the proposed integrated catchment management approach is the Best Practicable Option to avoid as far as practicable and otherwise minimise or offset actual and potential adverse effects of all proposed water take, wastewater management and stormwater diversion and discharge activities on the catchment (or sub-catchment) and its infrastructure, while ensuring the proposed urban growth, development and landuse intensification has an appropriate and sustainable water source and receives appropriate three-water services.	
J9	Three Waters Infrastructure Capacity	Local network (sites not subject to the Three Waters Infrastructure Capacity Overlay) Activity Local and strategic networks infrastructure capacity (sites subject to the Three Waters Infrastructure Capacity Overlay) Activity

Note
Information requirements relating to Three Waters Infrastructure Capacity Assessment applications are outlined in Volume 2, Appendix 1.2.

For the purposes of this rule local network means the reticulated distribution piping that

is downstream connected from a transmission water main or upstream from a wastewater main.

J9.1		The extent to which the proposal can be adequately serviced by capacity within the existing local Three Waters infrastructure network, including:	✔	✔
	a.	Access to and use of an appropriate and sustainable water source.	✔	✔
	b.	Treatment and management of stormwater without adversely affecting the Waikato River environment.	✔	✔
	c.	Not increasing wastewater overflow events and associated contamination of receiving waters.	✔	✔
J9.2		Where there is insufficient capacity, whether works to provide adequate capacity can and will be undertaken by the development or are included as part of Council's current Long Term Plan.	✔	✔
J9.3		The extent to which trunk Three Waters Infrastructure has sufficient capacity to manage wastewater and water demands of the development.		✔
J9.4		Whether the servicing needs of the proposal would necessitate additional public investment in Three Waters infrastructure, services or amenities that does not form part of Council's current Long Term Plan.		✔
J9.5		Whether the additional demand generated compromises three waters infrastructure ability to service other activities permitted within the zone.		✔
J9.6		The extent to which the proposal is consistent with the provisions of any Integrated Catchment Management Plan (ICMP) and/or Structure Plan relevant to the site.	✔	✔
J9.7		Where three waters infrastructure capacity is limited, the extent to which the proposal can incorporates sustainable management techniques and controls to:		✔
	a.	Protect water quality and limit generation of stormwater.		✔

	b.	Limit potable water wastage and usage.		✔

	c.	Limit the generation of wastewater.		✔

J9.8	Recommendations, proposed mitigation measures and conditions of the Three Waters Infrastructure Capacity Assessment and any further information provided through the consent process.	✔	✔

J9.9	Whether the proposal can address any adverse effects of the development on water supply capacity, wastewater systems, and the stormwater network capacity, taking into account • Mitigation measures within the development area or site, • Upgrades to the relevant network surrounding the development site or area that can be undertaken by the development, • Financial contributions towards local and network wide upgrades.		✔

JJ	**Stormwater Quantity and Quality**
JJ1	The extent to which the proposal is consistent with the requirements of Rule 25.13.4.2A.
JJ2	The extent to which extended stormwater detention onsite would assist with avoiding or mitigating downstream erosion and flooding issues.
JJ3	Whether stormwater flows, volumes and contaminants have been adequately minimised or managed by using stormwater management devices and other water sensitive techniques so as to protect the integrity and health of any watercourses.
JJ4	Whether adverse effects on the environment including buildings and property have been avoided or otherwise managed and mitigated through best management practices.
JJ5	Whether the proposal is consistent with the requirements of any relevant Integrated Catchment Management Plan, Council's comprehensive stormwater network discharge consent and the WLASS Regional Infrastructure Technical Specifications.
JJ6	Whether an appropriate legal mechanism will be put in place to ensure ongoing maintenance and effective operations of shared stormwater management devices serving more than one residential unit.
JJ7	The extent to which there are limitations to the stormwater quantity and quality mitigation that can practicably be achieved under the circumstances.
JJ8	Whether there is a communal downstream device in place, or other on- or

	off-site stormwater mitigation works are proposed, that will deliver acceptable stormwater outcomes, having particular regard to the objectives and policies of Volume 1, Chapter 25.13: City-wide – Three Waters.	
JJ9	The extent to which the proposal aligns with the objectives of Te Ture Whaimana (Vision & Strategy for the Waikato River)	
K	**Major Facility Concept Development Consent Consistency**	
	General	
K1	The extent to which the proposal is consistent with the approved Concept Development Consent for the Major Facility.	
	~~Concept Development Consent~~ **Concept Development Consent**	
K2	The extent to which the preparation of a Concept Development Consent or an update to an existing Concept Development Consent has given regard to the following.	
	a.	The extent to which the major facility integrates with surrounding land uses and transport network.
	b.	The extent to which the development has been designed to minimise, as far as practicable, any adverse effects on adjoining activities, particularly residential activities.
	c.	The extent to which any large façades (including side walls) that are visible from public places have been modulated, articulated, detailed or visually treated in a way that reduces the apparent bulk of the building or provides visual interest.
	d.	The extent to which the proximity of facilities intended to accommodate events are sited close to residential areas.
	e.	The extent to which the provision for vehicular and pedestrian access and circulation facilitates ready dispersal of vehicles and patrons from large events.
	f.	The extent to which provision for vehicular and pedestrian access and circulation prioritises pedestrian safety.
	g.	The extent to which appropriate, convenient provisions enable public transport to service the site, recognising the need for such services to directly access the Central City area.
	h.	The extent to which signage is directed primarily at the patrons attending the venues and television audiences and the extent to which visibility is limited from any public space or near-by site, with the exception of signage associated with the naming of the major facility and signs that advertise coming events.
	i.	The extent to which the adverse effects of earthworks are managed.
K3	The extent to which the following have been applied as part of a new Concept Development Consent, an update to an existing Concept Development Consent or in the absence of a Concept Development Consent within the Interface Areas of all Major Facility Sites.	
	a.	Built Form and Layout

		i.	The extent to which the external appearance, scale and design of buildings • Contributes to compatibility between buildings and its integration with other development on the site, adjacent sites and surrounding public spaces • Contributes to active frontage along public streets and open space, particularly for corner sites • Minimises, as practicable, effects on adjacent public spaces (including footpaths) in terms of shading and daylight.
		ii.	The extent to which building design and development • Makes a positive contribution to the local character of the site and surrounding areas • Ensures large façades are well designed to provide visual interest and reduce the apparent bulk of buildings within the Interface Area.
		iii.	The extent to which Crime Prevention Through Environmental Design principles have been incorporated.
	b.	Landscaping	
		i.	Incorporation of landscaping within the site layout to reduce the bulk of new development and mitigate adverse visual effects of development within the Interface Area, particularly as they interact with public spaces.
		ii.	Incorporates landscaping to maintain and enhance the character and amenity of the site and surrounding areas.
	Claudelands Events Centre		
K4	The extent to which the open space character of the eastern part of the site is maintained and in particular whether a suitable buffer is provided adjoining Jubilee Park.		
	Te Rapa Racecourse		
K5	The extent to which development of the site retains views between the racecourse and Minogue Park.		
	Waikato Hospital Complex		
K6	The extent to which activities of an industrial nature and the heliport are grouped in the south-western sector of the site.		
K7	The extent to which high rise buildings are concentrated towards the centre of the hospital complex.		
	Waikato Stadium and Seddon Park		
K8	The extent to which future buildings and the enhancement of facilities, including any provision for office, retail and visitor accommodation, ensure a high degree of functional integration within the site.		
K9	The extent to which security fencing is unobtrusive and maintains views of the Stadia grounds from surrounding streets, accepting that no views will be available of the principal playing surfaces and that the Stadia need to ensure the security of the venues as ‘charge grounds’.		

K10	The extent to which the bulk and location of additional buildings at Waikato Stadium and Seddon Park has been designed and constructed to minimise the extent and duration of shading cast over residential sites.	
K11	The extent to which the design and appearance of any replacement grandstand or a substantial alteration to an existing grandstand aims to create an enduring statement and identity, which reflects the pre-eminent role of these sites in hosting international events. Additionally, the extent to which recognition is provided for the cultural heritage of the Whatanoa Gateway.	
K12	The extent to which the Mill Street frontage of the Waikato Stadium, including the Mill Street Field, is maintained as open space to continue the historical association with the West Town Belt, providing an attractive vista, enhancing links with the Central City area and the Stadium building.	
K13	The extent to which development and landscaping proposals provide for the retention of the existing Kahikatea trees on the Seddon Road frontage of the Waikato stadium and the existing mature trees on the Norton Road and Tristram Street frontages of Seddon Park.	
	Wintec Rotokauri Campus	
K14	The extent to which development of the site has regard to the future development of the Rotokauri Area and the relationship of the site with Lake Waiwhakareke and the Rotokauri Suburban Centre.	
K15	The extent to which farming activities are adequately buffered from neighbouring Residential ~~or Special Character~~ Zones.	
	Te Awa Lakes Adventure Park	
K16	The extent to which implementation of the management plan required under Appendix 1.2.2.14.h will maintain the water quality in the cable ski lake, and other water features involving swimming, to a standard appropriate to their use.	
K17	The extent to which the noise effects of activities are avoided, remedied or mitigated, including through: • Management practices • Site layout (location and orientation) • Design of buildings and screening • Hours of operation • Lower noise producing equipment and methods have been investigated and incorporated.	
K18	The extent to which the recommendations of any alligator weed management plan are to be implemented.	
K19	The extent to which the design and layout of activities and structures and the provision of landscaping and other screening avoids distraction to road users on the Waikato Expressway and Te Rapa Road.	
L	**Central City – Design and Layout**	
L1	The extent to which the streetscape appearance, scale and design of the building (including material and colour):	
	a.	Will add visual interest and vitality to the streetscape and avoids large, featureless façades. For example, through articulation of a

		façade, attention to fenestration and rooflines, the design of verandas including continuity with adjoining buildings, the design of balconies and the careful choice of materials and colour.
	b.	Will, where practicable, enable informal surveillance of public spaces including streets, parks, plazas and through-site links.
	c.	Are compatible with heritage or open space values of the Riverfront Overlay area and adjoining riverbank area, where sites are within those areas.
	d.	Activates the site frontage on sites adjoining a defined Primary or Secondary Active Frontage (Volume 2, Appendix 5, Figure 5-7).
	e.	Enhances the experience of the Waikato riverside and Garden Place, where sites are adjacent.
	f.	Enhance those parts of a site adjoining a defined view and vista on Figure 5-6 (Volume 2, Appendix 5).
	g.	Enhance the visual amenity of sites identified as Key Development Sites on Figure 5-9, or Pedestrian Connections and Gateway locations identified on Figure 5-4 (Volume 2, Appendix 5).
	h.	Will, where practicable, provide for public entrances to be on frontages with the highest pedestrian traffic.
L2	The extent to which any proposed building setback will adversely affect the definition, use or safety of public spaces, or the continuity of defined primary or secondary active frontages (Volume 2, Appendix 5, Figure 5-7).	
L3	The extent to which the addition of an awning would detract from the original character of an identified heritage building in Schedule 8A and 8B of Appendix 8.	
L4	The extent to which the proposed building design and/or site layout is consistent with the intent of any relevant design guide in Appendix 1, Section 1.4. ***Note*** *If an activity is a Restricted Discretionary Activity in relation to Design and Layout matters and there is a relevant design guide, then the activity should seek to address the outcomes sought in the design guide as a priority over relevant criteria in this section.*	
L5	The extent to which the external appearance, scale and design of buildings and structures:	
	a.	Enhance the character and amenity of the surrounding area and streetscape qualities.
	b.	Incorporate Crime Prevention Through Environmental Design principles.
L6	The extent to which parking, manoeuvring areas, driveways and outdoor service areas have been designed and located:	
	a.	To protect amenity values of the streetscape and adjoining sites, including through the use of appropriate screening and landscaping.
	b.	To not be visually dominant.
	c.	Where appropriate, to integrate with adjacent activities and

		development in terms of the provision of entrances, publicly accessible spaces, verandas, parking, loading areas, access to public transport and pedestrian linkages.
L7	Where opportunity is available, and it is practicable, the extent to which any proposal provides or enhances pedestrian and cycle connectivity between streets and other public areas.	
L8	Where required, the extent to which planting and landscaping is used to:	
	a.	Visually reduce the bulk of new development and mitigate adverse visual effects particularly from the front boundary and those parts of the site visible from public spaces.
	b.	Create an attractive environment that maintains safety and amenity for pedestrians.
L9	The extent to which developments provide for goods handling, storage, waste and recycling areas that are located and designed to minimise adverse effects.	
L10	The extent to which development encourages pedestrian access to, and facilitates public use and enjoyment of, the promenade and environs of the Waikato River.	
L11	On those identified streets (Volume 2, Appendix 5, Figure 5-3) the extent to which a proposed street wall or alternative design elements of any proposed building frontage will:	
	a.	Provide consistency in built form and scale with adjoining built form.
	b.	Maintain a human scale when perceived from the street level.
	c.	Maintain sunlight penetration at street level, particularly footpaths.
L12	In relation to the setbacks from internal boundaries at upper levels (i.e. fourth level and above), the extent to which the proposal minimises shadowing and loss of natural light on existing adjacent residential buildings.	
L13	The extent to which development of a site adjoining the riverbank:	
	a.	Provides a scale and design of any building or structure that maintains or enhances street and reserve areas, the character and amenity, and the heritage or open space values of the adjoining riverbank area.
	b.	Makes provision for building design and configuration, site layout and/or landscaping which enhances the visual and physical relationship with the Waikato River.
	c.	Mitigates the impact of large developments and vehicular oriented activities on the amenity values of the riverbank environment.
M	**Drive-through Services (Business Zones and Central City Zone - City Living Precinct only), Building Improvement Centre (Business 3 and 5 Zones) and Supermarkets (Central City, Business and Industrial Zones)**	
	Design and Layout	
M1	The extent to which the external appearance, scale and design of buildings (including material and colour), equipment and structures:	

	a.	Provide visual interest through a variety of styles and forms in terms of footprint, design and height.
	b.	Maintain streetscape amenity and continuity of built form.
	c.	Within the Central City Zone, whether any proposed building setback will adversely affect the definition, use or safety of public spaces, or the continuity of defined primary or secondary active frontages (Volume 2, Appendix 5, Figure 5-7).
M2	The extent to which parking, manoeuvring areas, driveways and outdoor service areas have been designed and located:	
	a.	To appropriately manage any adverse effects resulting from the location and interrelationship between these areas on streetscape amenity.
	b.	To ensure traffic generation avoids, remedies or mitigates adverse effects on amenity values.
	c.	So as not to compromise the safe use of the footpath adjacent to the site.
	d.	To integrate with adjacent activities and development in terms of the provision of entrances, publicly accessible spaces, parking, loading areas, access to public transport and pedestrian linkages.
	Landscaping and Screening	
M3	The extent to which planting and landscaping is used to:	
	a.	Mitigate adverse visual effects particularly from the front boundary and those parts of the site visible from public spaces and interfaces along state highways, arterial transport corridors and City gateways.
	b.	Create an attractive environment that maintains safety and amenity for pedestrians.
	Waste Management	
M4	The extent to which developments provide for goods handling, storage, waste and recycling areas that are:	
	a.	Easily accessible for collection agencies and avoid adverse visual, noise or odour effects.
	b.	Consistent with the amenity values of the site and avoid causing nuisance for neighbouring residential activities.
	c.	Suitable for the demand expected by the activity.
	Character and Amenity	
M5	The extent to which the activity makes adequate provision to protect the visual and acoustic privacy of abutting sites including through building and site design.	
M6	Considering whether the relationship of buildings and their associated parking, storage and service areas to the street helps to maintain the amenity values of public spaces and streets.	
M7	The extent to which any parking or service area is provided, landscaped, screened and maintained in a form which mitigates any adverse effects to	

	adjacent activities and does not detract from the streetscape.	
	Drive-through Services	
M8	For ~~the purpose of~~ assessing the above criteria, regard shall be had to the following operational and functional requirements:	
	a.	The drive-through lane is an integral feature of the site layout.
	b.	~~Customer~~Access to any customer car parking ~~access~~ is preferably distinct from drive-through lanes.
	c.	Adequate and accessible servicing areas that are preferably separated from customer vehicle traffic, drive-through lanes and pedestrian movements.
	Building Improvement Centres	
M9	For the purpose of assessing the above criteria, regard shall be had to the following operational and functional requirements:	
	a.	Where large-format building formats are required, there is provision for some solid façades to facilitate internal racking of bulky products.
	b.	~~The provision of appropriate~~Any customer car parking ~~, which~~ is clearly visible from the local road network.
	c.	Adequate and accessible servicing areas that are preferably separated from customer vehicle traffic, timber trade sales access and pedestrian movements.
	Supermarkets	
M10	For the purpose of assessing the above criteria, regard shall be had to the following operational and functional requirements:	
	a.	Store visibility that is easily identifiable when viewed from the street and surrounding area.
	b.	~~The provision of appropriate~~Any customer car parking ~~, which~~ is clearly visible and accessible to motorists approaching the store from the local roading network and to customers on-site.
	c.	Where large-format building formats are required, there is provision for some solid façades to facilitate internal shelving and fresh produce display.
	d.	Adequate and accessible servicing areas that are preferably separated from customer vehicle traffic and pedestrian movements.
N	**Ruakura and Te Awa Lakes**	
N1	~~Land~~ **Development** ~~Plans~~**Activities**	
	In determining the application for resource consent for a restricted discretionary activity, Council shall reserve its discretion to the following matters, where relevant.	
	a.	Integration with and effects on transport and Three Waters infrastructure.
	b.	Consistency with any relevant Integrated Catchment Management

		Plan or regional discharge consent.
	c.	Effects on significant habitats of indigenous fauna and habitat values of natural water courses.
	d.	Open Space and road reserve design, layout and use.
	e.	Consistency with the Ruakura Strategic Infrastructures network for the structure plan as shown on Figures 2-15A and B Ruakura Strategic Infrastructure (Appendix 2); or consistency with the Te Awa Lakes Framework Plan Figure 2-19 (Appendix 2).
	f.	Where staged development of any Land Development Area is sought then the following information for the balance area shall be provided: i. The indicative location and width of proposed roads and carriageways and their integration with the existing and future transport network; ii. The indicative location of proposed Ruakura Strategic Infrastructure to ensure connectivity across the entire structure plan and adjacent Land Development Plan Areas.
	g.	Construction effects.
	h.	Effects of new stormwater ponds and wetlands (excluding swales) on private property.
	i.	In the Te Awa Lakes Structure Plan Area, reverse sensitivity effects on the transport network and existing industrial activities.
	In determining the application, the Council shall consider the following assessment criteria:	
	j.	In the Te Awa Lakes Structure Plan Area, whether the ~~Land Development Plan~~proposal is consistent with the objectives and policies for the Te Awa Lakes Structure Plan Area.
	k.	Whether there is appropriate Three Waters infrastructure and capacity, existing and proposed, to appropriately service anticipated development in the ~~Land~~ Development ~~Plan area~~Area. For new stormwater ponds and wetlands, the extent to which the following adverse effects of the works on adjacent private property are avoided: i. Flooding and adverse effects on ground water levels; and ii. Creating habitat for mosquitoes and other undesirable insects.
	l.	Whether the proposal is consistent with, or otherwise complies with, the recommendations, measures and targets of any relevant Integrated Catchment Management Plan.
	m.	Whether anticipated development in the ~~Land~~ Development ~~Plan area~~Area integrates with, and minimises adverse effects on the safe and efficient functioning of the transport network and transport infrastructure, having regard to the cumulative traffic effects of other approved ~~Land Development Plans~~consent. The extent to which the ~~Land Development Plan~~proposal provides for the sequential

		extension of the Spine Road for Ruakura.
	n.	Whether the ~~Land Development Plan~~proposal is consistent with Figure 2-18 Cyclist and Pedestrian Network Plan (Appendix 2) for Ruakura and Figure 2-19 Framework Plan for Te Awa Lakes.
	o.	The ITA matters for assessment set out in Appendix 1.3.3 G.
	p.	Whether the ~~Land Development Plan~~proposal considers and responds to the recommendations and proposed conditions of the Integrated Transport Assessment and Water Impact Assessment prepared to accompany the application, and for Te Awa Lakes ~~Land Development Plans~~proposals, the extent to which it achieves the Travel Demand Management plan and its outcomes specified in 1.2.2.21.s).
	q.	The potential for cumulative construction noise effects to adversely affect individual residential properties, and the mitigation methods proposed to minimise such effects.
	r.	In the Te Awa Lakes Structure Plan Area the extent to which noise sensitive activities protect themselves from effects resulting from the operation of industrial activities and the transport network through a combination of acoustic insulation, orientation of habitable areas and outdoor living spaces, and other methods to avoid, remedy or mitigate reverse sensitivity effects.
	s.	Whether the ~~Land Development Plan~~Proposal considers and responds to issues and outcomes arising from consultation with relevant road controlling agencies, Waka Kotahi New Zealand Transport Agency and, where relevant, KiwiRail and Fonterra Limited.
	t.	Whether appropriate consideration has been given to electrical hazards and earthworks and ground level changes associated with the installation of underground Infrastructure within 12 metres of a National Grid support structure for Ruakura and consideration of the high pressure gas pipeline for Te Awa Lakes.
	u.	Where land development will cause loss of significant habitats of indigenous fauna (including but not limited to, black mudfish, shortfin eels and longfin eels), require that unavoidable adverse effects on such habitat are remedied or mitigated through: i. Replacing significant habitat; or ii. Creating new habitat; or iii. Enhancing areas of alternative habitat supporting similar ecological values and/or significance; and iv. Legal and physical protection.
	v.	Whether land development will adversely affect the flooding, water quality and habitat values of adjoining natural water courses.
	w.	Whether the Landscape Concept and Ecological Enhancement Plan provides for a comprehensive and connected section of Open Space and road reserves, which incorporates, as necessary:

		i. ~~connectivity~~Connectivity of open space and streets; ii. ~~passive~~Passive and active recreation opportunities; iii. Crime Prevention Through Environmental Design principles; iv. ~~pedestrian~~Pedestrian and cycle paths forming a network with adjacent parts of the Open Space network; v. ~~general~~General amenity planting and amenity for adjoining properties, including use of specimen trees in roads; vi. ~~street~~Street furniture; vii. ~~provision~~Provision for habitats; viii. ~~lighting~~Lighting design that does not deter bat movement; and ix. ~~stormwater~~Stormwater management.
	x.	Whether the ~~Land Development Plan~~proposal will appropriately provide for indigenous i. ~~fish~~Fish and lizards; and ii. ~~bats~~Bats for Te Awa Lakes.
	y.	Whether the ~~Land Development Plan~~proposal includes a greenway that provides for improved habitat and ecological benefits for Ruakura.
	z.	Whether the Landscape Concept and Ecological Enhancement Plan provides for a greenway to enhance long term ecological function for Ruakura.
	aa.	Where the boundaries of a ~~Land~~ Development ~~Plan~~ Area in application for ~~Land Development Consent~~consent differ from those shown on Figure 2-16 for Ruakura or Figure 2-21 for Te Awa Lakes, the extent of the ~~Land~~ Development ~~Plan~~ Area shall be developed in an integrated manner. This shall include the provision for and connectivity to infrastructure, and ensure that key infrastructure such as the Spine Road for Ruakura is developed in a manner that provides at least the same levels of efficiency, effectiveness and safety anticipated through a ~~land development~~resource consent in accordance with Figure 2-16. Where an application includes part of a ~~Land~~ Development ~~Plan~~ Area in Figure 2-16 (Ruakura) or Figure 2-21 (Te Awa Lakes) it shall be demonstrated that granting consent to that part will not prevent the integrated development of the balance of that Area.
	bb.	For Te Awa Lakes the extent to which the recommendations of the alligator weed management plan are to be implemented.
	cc.	The extent to which the different functions of Open Space are clearly identified and provided for in the ~~Land Development Plan~~ application.

	dd.	For Te Awa Lakes the extent to which the Ecological Rehabilitation and Management Plan (ERMP): i. Replaces significant habitat or creates new habitat or enhances areas of alternative habitat supporting similar ecological value and/or significance and provides legal and physical protection. ii. Provides comprehensive and connected open spaces that incorporate provision for habitats and stormwater management. iii. Provides for indigenous fauna. iv. Provides for improved habitat and ecological benefit. v. Provides for enhanced long-term ecological function. vi. Provides for appropriate monitoring and review.
	Additional Matters for Open Space	
	ee.	Whether the layout and design of Open Space: i. Creates an informal parkland character; ii. Integrates with the landscape design of roads within the Land Development Plan area; iii. Applies Crime Prevention Through Environmental Design principles; iv. Utilises planting to soften the views of industrial development; v. Contains pedestrian and cycle paths forming a network with adjacent parts of the Open Space Network; vi. Provides for the amenity of adjoining and adjacent activities; vii. Integrates linear wetlands and stormwater treatment devices.
	ff.	Whether provision has been made to ensure public access to and use of the Open Space, except as may need to be limited for safety reasons.
	Additional Matters for the ~~Medium Density~~ Residential ~~Zone~~Precinct	
	gg.	The extent to which the street network promotes a high degree of connectivity and permeability through the following: i. A grid-like street layout. ii. Block sizes that promote permeability for pedestrians/cyclists as well as for vehicles. iii. Connections to the City-wide arterial networks. iv. Paths to the Open Space Network.
	hh.	Street amenity shall be provided by the location of specimen trees

		and landscaped areas interspersed by kerb-side parking.
	ii.	When assessing the suitability for residential buildings to be within the side yards, regard shall be given to the following: i. The extent to which reasonable sunlight and daylight access to adjacent dwellings and outdoor living areas will be affected. ii. The extent to which pedestrian access to the rear of the site will be hindered. iii. The extent to which on-site amenity is maintained.
	Additional Matters for Precinct C within the Knowledge Zone - Ruakura	
	jj.	The extent to which the street network is: i. Orientated toward the Ruakura Retail Centre. ii. Permeable for pedestrians/cyclists as well as for vehicles. iii. Legible with a simple and readily understood street pattern. iv. Provides a connected path network to the Ruakura Open Space Zone.
	kk.	The extent to which blocks and lots are configured to facilitate walking and accommodate operational areas in rear yards.
	Additional Matters for the Logistics Zone (Inland Port) - Ruakura	
	ll.	Whether the planting of the Landscape Buffer Areas will achieve the purpose of screening the Inland Port (Sub Area A (Inland Port)) from Ryburn and Percival Roads.
	mm.	The effects of the planting of the Landscape Buffer Areas on the operation, maintenance, upgrading and development of the National Grid transmission network and the requirements of the Growth Limit Zones Schedule of the Electricity (Hazards from Trees) Regulations 2003.
	nn.	Whether Level of Service D will be achieved at the intersections of Silverdale Road and Knighton Road with Ruakura Road when Stage 1 of the Inland Port (Sub Area A (Inland Port)) is operational.
	Construction - Ruakura	
	oo.	Whether appropriate conditions can be placed on the resource consent to manage adverse effects associated with construction of the activities proposed ~~in the Land Development Plan~~. This will be satisfied by a condition requiring the lodgement of a Construction Management Plan for Council approval, prior to the commencement of the works. The Construction Management Plan shall include at a minimum: i. Details of the works, their timing and duration.

		ii. Methods to control dust, debris on roads and silt laden runoff during construction. iii. Anticipated truck movements and routes to and from the site during construction. iv. Means to ensure compliance with the Construction Noise Standards in Rule 25.8.3.2 and Construction Vibration Standard in Rule 25.8.3.3. v. Contact details for the contractor, including a process for complaints and remedying concerns. The Construction Management Plan shall also ensure that: vi. Prior to the opening of the Waikato Expressway (Hamilton Section) and the realignment of Ruakura Road to traffic, construction traffic arising from the ~~Land~~ Development ~~Plan area~~Area shall be managed to ensure that the capacity of local roads, as determined by normal Hamilton City Council traffic management design criteria, is not exceeded. vii. Once the Waikato Expressway (Hamilton Section) and realigned Ruakura Road are open for traffic, construction traffic arising from the ~~Land~~ Development ~~Plan area~~Area shall, to the extent reasonable and practicable, be directed to use the Waikato Expressway (Hamilton Section) to minimise effects on local roads.
N2	**Construction Noise and Operation Noise of the Inl and Port (Sub Area A) - Ruakura**	
	a.	The extent to which: i. The construction and operation of the Inland Port avoids or mitigates adverse noise and vibration effects on adjoining facilities, existing residential dwellings and/or Large Lot Residential zoned areas. ii. Measures to avoid where possible, and otherwise minimise sudden and/or loud noises at night have been incorporated. iii. Lower noise producing equipment and methods have been investigated and incorporated. iv. The location and orientation of refrigerated containers have been selected to minimise noise effects on residential properties. v. The accuracy of the noise model used for predicting noise levels in Stages 2 and 3 of the development of the Inland Port, taking into account recalibration based on monitoring of previous stages.
	b.	The adequacy of the consideration of alternative methods that would meet the night time noise limits set out in Rule 25.8.3.13 and their costs and benefits.

	c.	At individual residential properties where noise levels would exceed the night-times noise limits set out in Rule 25.8.3.13, the extent to which the ambient night-time noise levels at those properties exceed 40 $dBL_{Aeq(15)}$ once the Waikato Expressway is operational.
N3	**Ruakura Retail Centre**	
	a.	Staged development should be in accordance with an overall master plan for the Ruakura Retail Centre which shall show the location of the Ruakura Retail Centre Mainstreet, building footprints, circulation network, public open space and ~~provision for~~any parking.
	b.	A Ruakura Retail Centre Mainstreet shall be provided and should be orientated towards and integrate with the location of the proposed transport interchange.
	c.	Buildings should directly align and address the street network and provide a constant and intact edge to streets and public places.
	d.	Buildings should be located and designed to avoid extensive or inactive edges with entrances designed to maximise pedestrian flow and to support active street frontages.
	e.	Building frontages to the Ruakura Retail Centre Mainstreet should incorporate a high proportion of glazing and provide veranda canopies over footpaths and a high level of ground floor architectural detail.
	f.	Building design should create a varied fine grained pattern of development through the modulation of height and roof form, façade depth and relief and variety in materials and colours.
	g.	Site Layout should provide options for pedestrian, cycling and vehicular circulation and permeability within and to adjoining areas.
	h.	Footpaths should be legible and be of a sufficient width with quality paving and detailing, including footpaths to and from the centre and Open Space Areas.
	i.	Where public open space is provided, it should be centrally located adjacent to main pedestrian flows and shall be highly visible.
	j.	Public outdoor spaces should be sheltered and sunny with provision for summer shade and shall be anchored by active building edges.
	k.	~~Carparks~~Any carparks should be landscaped to define the street boundary and adjacent spaces.
	l.	~~Carparking~~Any carparking should avoid interrupting active frontages and pedestrian circulation along the Ruakura Retail Centre Mainstreet.
	m.	Loading and service areas should not interrupt active edges and should be separated from public circulation where possible.
N4	~~**Concept Plan for**~~ **Precincts A, B and D in the Knowledge Zone - Ruakura**	
	a.	**General**
		The extent to which the proposal is consistent with the any approved ~~Concept Plan~~resource consents for the Precinct within

				the Knowledge Zone.
		b.	**Concept Plan Development**	
			i.	The extent to which the ~~preparation of a Concept Plan or an update to an existing Concept Plan~~following has been given regard ~~to the following.~~:
				a. The extent to which the precinct integrates with surrounding land uses and the transport network. b. Whether the development has been designed to minimise any adverse effects on adjoining activities, particularly residential activities. c. The degree to which any large façades (including side walls) that are visible from public places have been modulated, articulated, detailed or visually treated in a way that reduces the apparent bulk of the building or provides visual interest. d. The extent to which the proximity of facilities intended to accommodate events are sited close to residential areas. e. The extent to which the provision for vehicular and pedestrian access and circulation facilitates ready dispersal of vehicles and patrons from large events. f. The extent to which provision for vehicular and pedestrian access and circulation prioritises pedestrian safety. g. The extent to which appropriate, convenient provisions enable public transport to service the site, recognising the need for such services to directly access the Central City area.
			ii.	The extent to which the following have been applied ~~as part of a new Concept Plan, an update to an existing Concept Plan or in the absence of a Concept Plan~~ within the Interface Areas of Precincts A, B and D.
				a. Built Form and Layout i. The extent to which the external appearance, scale and design of buildings: • Contributes to compatibility between buildings and its integration with other development on the site, adjacent sites and surrounding public spaces; • Contributes to active frontage along public streets and open space, particularly for corner sites;

			• Minimises, as practicable, effects on adjacent public spaces (including footpaths) in terms of shading and daylight. ii. The extent to which building design and development: • Makes a positive contribution to the local character of the site and surrounding areas; • Ensure large facades are well designed to provide visual interest and reduce the apparent bulk of buildings within the Interface Area; • The extent to which crime prevention through environmental design principles have been incorporated.
			b. Landscaping i. Incorporation of landscaping within the site layout to reduce the bulk of new development and mitigate adverse visual effects of development within the Interface Area, particularly as they interact with public spaces. ii. Incorporates landscaping to maintain and enhance the character and amenity of the site and surrounding areas.
N5	**Ruakura Open Space Zone**		
	a.	For new stormwater ponds and wetlands, the extent to which adverse effects of the works on adjacent private property are avoided in relation to:	
		i.	Flooding and adverse effects on groundwater levels; and
		ii.	Creating habitat for mosquitoes and other undesirable insects
N6	**Development within a Greenfield Area – Ruakura**		
	a.	The extent to which the proposal is consistent with an approved ~~Land Development Plan~~consent or could prejudice or foreclose options for future urban development and in particular with the proposals shown on Figure 2-14, Ruakura Structure Plan – Land use (Appendix 2).	
	National Grid Corridors – Ruakura		
N7	For crossing points for Mobile Plant that are a Restricted Discretionary Activity in Table 25.7.4, the matters to which the Council shall restrict its discretion are limited to the actual and potential effects of crossing points on the scale and efficient operation and maintenance of the National Grid.		
N8	In determining any application for resource consent for crossing points, the Council shall have regard to the following matters:		
	a.	Suitable mechanisms are in place to ensure that mobile plant and	

		machinery moving in the National Grid Yard can not infringe safe clearance distances specified in NZECP 34:2001. This may include physical, operational or electronic measures and will be deemed satisfied by overhead gate structures (e.g. hurdles) being erected no closer than 4.5 metres from the lowest sag of the line at maximum operating temperature.
	b.	Crossings are approximately perpendicular to the National Grid Yard.
	c.	Crossings and any associated traffic management structures are located no closer than 12 metres from the outer visible edge of a National Grid support structure.
	d.	Any overhead gate structure (e.g. hurdle) is constructed to a suitable engineering standard to withstand vehicle (including mobile plant transporting containers) impact travelling at normal operating speed.
	e.	Appropriate management and operational methods to ensure safe procedures are specified in the resource consent conditions and followed when crossing beneath the lines.
N9	For the unloading and loading of containers, stacking containers, container stacks, operation of mobile plant associated with these activities and Light Towers, noise walls and fences greater than 2.5 metres high, the matters to which the Council shall restrict its discretion are limited to the actual and potential effects of these structures, buildings and activities on the safe and efficient operation and maintenance of the National Grid. In determining any applications for resource consent for these structures, buildings and activities, the Council shall have regard to the following matters.	
	a.	Any operational procedures and physical measures to ensure compliance with NZECP 34:2001, including layout and allowable height limits for container stacking.
	b.	Light towers shall ensure sufficient clearances in accordance with NZECP 34:2001 are provided including any setback requirements for mobile plant required for maintenance and lamp replacement.
	c.	Suitable mechanisms are in place to ensure that mobile plant and machinery moving in the National Grid Corridor can not infringe safe clearance distances specified in NZECP 34:2001. This may include physical, operational or electronic measures.
N10	For earthworks that are a Restricted Discretionary Activity the matters to which the Council shall restrict its discretion are limited to:	
	a.	The effects of the earthworks on the operation, maintenance, upgrading, and development of the National Grid transmission network.
N11	For Subdivision that is a Restricted Discretionary Activity the matters to which the Council shall restrict its discretion are limited to:	
	a.	The extent to which the subdivision design, including the location of roads and reserves, landscaping and building platforms, allows for activities to be set back from National Grid transmission lines to ensure adverse effects on, and from, the National Grid and on

		public safety are appropriately avoided, remedied or mitigated.
	b.	The extent to which the subdivision design/layout and consequential development will minimise the potential reverse sensitivity on, and amenity and nuisance effects of, the National Grid.
	c.	The provision for on-going inspection, operation, maintenance and development of the National Grid, including continued reasonable access.
	d.	The extent to which the design and development will minimise the risk of injury and/or property damage from such lines.
	e.	Compliance with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001).
	f.	Outcomes of any consultation with Transpower New Zealand Limited.
	Te Awa Lakes: Lake Management	
N12	In determining the application for a resource consent for a restricted discretionary activity, Council shall reserve its discretion to the following matters, where relevant.	
	a.	The extent to which implementation of the management plan required under Appendix 1.2.2.21.n.) will maintain a high level of water quality for recreational use in the main linear lake, including the extent to which a target of swimmable quality will be achieved.
	b.	The extent to which any delay in establishing the main linear lake will affect residents' and visitors' ability to undertake recreational activities within or on the lake, considering possible changing seasonal demands for different types of activities.
	Te Awa Lakes Earthworks and Land Remediation	
N13	In determining the application for ~~Land~~ Development Activities as a Restricted Discretionary Activity, Council shall reserve its discretion to the following matters, together with reference to Objectives 22.2.1 and 25.2.2.1, where relevant:	
	a.	The extent to which appropriate building platforms can be provided free from any identified hazards.
	b.	The extent to which the applicant has demonstrated through the use of an engineering design report: i. That the risk of ground failure can be minimised to avoid effects on the safety of occupiers and neighbours. ii. That any structure will perform safely under hazard conditions for the life of the structure. iii. That any work to be carried out maintains the stability of the site, including the riverbank and gully and does not increase the risk of ground instability on the subject site or adjacent sites. iv. That the potential for preferential flow paths to be created between the linear lake and the Waikato River is minimised by ensuring a maximum hydraulic gradient of 2% between the

		linear lake and the River is maintained at all times.
	c.	The extent to which the land development activities: i. Provide any sediment control measure necessary to control the discharge of sediment. ii. Remain safe and stable for the duration of the intended land use. iii. Provide safe and accessible building sites and infrastructure. iv. Provide for the adequate control of stormwater, cater for natural groundwater flows, and avoid adverse effects from changes to natural water flows and established drainage paths. v. Avoid exacerbating the effects of natural hazards and ecological effects arising from additional sediment release.
	Te Awa Lakes Earthworks and Land Remediation: ~~Land~~ Development ~~Plan~~ Areas Q and R, and Area X in the Te Awa Lakes Business 6 Zone	
N14	The purpose of these assessment criteria is to ensure that temporary and long-term residual risks of piping erosion or other ground failure resulting from future activities on Areas Q and R, and Area X in the Business 6 zone, are mitigated and minimised to the fullest extent practicable. In determining the application for ~~Land~~ Development Activities as a Discretionary Activity in ~~Land~~ Development ~~Plan~~ Areas Q and R, and resource consents for a Discretionary Activity in Area X in the Business 6 zone, Council shall, in addition to N13, take into account:	
	a.	The extent to which the landform design directs surface water towards the lake rather than the river.
	b.	The results of appropriate assessment and design to demonstrate the required landform width in Areas Q and R and Area X minimises to the fullest extent practicable the long-term residual piping erosion and land stability risks resulting from future activities on Areas Q and R and Area X.
	c.	Design of the final ground surface level to ensure services are able to be located above the groundwater table.
	d.	The extent to which measures such as low permeability lining are proposed to be placed over the base of services trenches to prevent infiltration of water to the ground via permeable backfill.
	e.	The extent to which combined services trenches are proposed to minimise the risk of unintended water flow and flow-induced erosion from multiple service trenches.
	f.	The extent to which the landscape concept plan required by Rule 1.2.2.21.j. includes suitable tree sizes and vegetation species on land adjoining Areas Q and R and Area X.
	g.	The extent to which any roads and accessways should remain in private ownership and management to ensure an appropriate management body manages service installations, renewals and maintenance in a manner to minimise any risk of unintended water

		flows and flow-induced erosion, and the proposed details of any private ownership and management entity
	h.	The extent to which rainwater re-use tanks are avoided unless overflows are directed by pipe or over impermeable surfaces to the lake, and the extent to which this requirement is to be implemented on an ogoing basis through consent notices or other legal mechanism.
	i.	The extent to which the Landscape Concept Plan required under Rule 1.2.2.21.j. is extended to apply to proposed lots to ensure suitable tree sizes and vegetation species are established, and the extent to which the Plan should be implemented on an ongoing basis through consent notices or other legal mechanism.
	j.	Whether specific geotechnical designs of all structures are provided.
	k.	The extent to which any of items a. to j. should take precedence over any other engineering provisions in the Plan and the requirements of the Regional Infrastructure Technical Standards (RITS).
	l.	Any other measures proposed to ensure that temporary and long-term residual natural hazard risks resulting from future activities on Areas Q and R and Area X fulfil the purpose of these assessment criteria.
O	**Rotokauri North**	
O1	a.	The landscape buffer and associated planting will provide visual amenity and screening between State Highway 39 (SH39) and Rotokauri North and contribute to indigenous biodiversity.
	b.	The extent to which the proposed private legal entity that will own the landscape buffer will ensure the buffer's on-going protection and maintenance.
O2	For the creation of a private rear lane, the extent to which:	
	a.	An appropriate legal mechanism for ownership and ongoing maintenance of the lane will be established, and including any requirement for indemnity for collection of solid waste and recycling (where these are proposed to enter the rear lane).
	b.	The lane is designed to accommodate the passage of large rigid trucks such as fire, furniture removal, refuse and recycling-collection trucks (where these are proposed to enter the rear lane).
	c.	The rear lane’s design including traffic calming measures to promote slow vehicle speeds and provide a safe shared space.
O3	All restricted discretionary, discretionary and non-complying activities	
	a.	The extent to which the proposal gives effect to the objectives and policies of the Rotokauri North Structure Plan within Chapters 3, 4 and 23.
	b.	The extent to which the proposal avoids, remedies or mitigates adverse effects on, or where possible enhances, any significant habitats of indigenous fauna.

	c.	Provides for, is consistent with, or could prejudice or foreclose options for, future development of the elements identified on the Structure Plan
	d.	Restores and enhances aquatic and terrestrial ecological values associated with springs, streams, waterways, wetlands and their margins in Rotokauri North.
	e.	Restores and enhances the natural, cultural, heritage and amenity values of Rotokauri North's open spaces.
	f.	Recognises and provides for mana whenua values and relationships with Rotokauri North and their aspirations for the area, including interpretation of the landscape's significance, protection and preservation of sites of significance.
	g.	Reflects the area's character and heritage.
	h.	Has been planned with the active involvement of mana whenua.
	i.	The design and construction of walking and cycling infrastructure, including in the Green Spine, and the extent to which this infrastructure provides alternative means of travel to the private car, and for recreational use, and connects to the transport network.
	j.	The extent that subdivision provides an interconnected transport network that achieves pedestrian and cycle connectivity east to west and vice versa (particularly in the northern half of the structure plan area) to avoid these movements on SH39.
O4	For any subdivision of a duplex which meets Rule 4.7.12.a, the Council will restrict its discretion to the following matters:	
	a.	Whether the sites can be appropriately serviced for infrastructure and access.
~~O5~~	~~For any duplex complying with Rule 4.7.12.a.i and ii but not the Rotokauri North Acceptable Solutions Code in Rule 4.14 the Council will restrict its discretion to the following matter:~~	
	a.	~~Whether the alternatives provided will result in the same or a better urban design outcome than that envisaged by the Rotokauri North Acceptable Solutions Code.~~
~~O6~~O5	The creation or upgrading of all or part of a Collector or Minor Arterial transport corridor:	
	a.	The extent to which the design has allowed for the provision of public transport to be included in the transport corridor (including facilities for pedestrians to cross roads to access public transport stops, carriageway width, turning facilities, accessible bus stops) as identified indicatively on Figure 2-9C.
	b.	The outcome of any consultation with the Waikato Regional Council regarding public transport.
~~O7~~O6	Where service areas are for apartments consideration will be given to:	
	a.	Whether sufficient space can be provided for service activities and rubbish collection such that each unit has either individual space or access to appropriately sized communal spaces.

	b.	Whether sufficient screening can be achieved for communal areas of rubbish storage particularly where these can be viewed from public spaces.
~~O8~~O7	a.	Neighbourhood parks should be dispersed within Rotokauri North so that no residential unit is more than 500 metres walking distance from a neighbourhood park, or any other park and/or reserve which provides for the same or a similar level of passive and active recreation opportunity.
	b.	Neighbourhood parks should generally be: approximately 5000 m^2 in area; have at least 50% of the total neighbourhood park boundary to a transport corridor frontage (unless accommodated within the Green Spine); on land that is generally flat and able to accommodate a $30m^2$ area.
~~O9~~O8	Where stormwater infrastructure is provided “commensurate with that required to service that stage of development”, the stormwater infrastructure being provided: • Is consistent with the sub-catchment ICMP required by Rule 3.6.A.4.2e.i.; • Includes an adequate area to establish the Rotokauri North Structure Plan’s ‘green spine’ concept; • Meets the storage volume, conveyance and treatment requirements of the sub-catchment ICMP required by Rule 3.6.A.4.2e.i.; and • Addresses any interim and permanent stormwater related effects on flow, water levels, water quality and ecology on the upstream and downstream areas.	