

- h) All existing shelterbelts are to be retained and maintained for their visual screening attributes, to a height of at least 6 metres.
- i) There shall be no more than 48 heavy vehicle movements between 0500 and 0700 in any calendar week (7 days) and no more than 20 heavy vehicle movements in this time period on any one day.
- j) There shall be no more than 12 heavy vehicle movements between 2200 and 0500 in any calendar week (7 days) and no more than 4 heavy vehicle movements in this time period on any one day.
- k) The number of heavy vehicle movements entering or departing the site shall be recorded, and such record provided to the Ashburton District Council on request.
- l) The recording mechanism (for standards b and k) shall be the site log and by way of a fixed camera positioned at the entrance to the site and angled and lit in such a way that all vehicles movements are recorded. The raw data/footage shall be time and date stamped and stored electronically for a period of at least six (6) months.
- m) No heavy vehicle washing shall occur on site at night (2200 – 0700), with any required heavy vehicle washing to be carried out as soon as possible the following day.
- n) No maintenance activities that require the use of hammering or pneumatic/electric power tools shall occur at night.
- o) Heavy vehicles parked on the site should be orientated towards the Ryal Bush site access so that they do not have to be reversed as part of exiting the site.
- p) Heavy vehicles entering the site at night (2200 – 0700) shall avoid decelerating using engine braking.
- q) Up to two heavy vehicles may be stored on the Ryal Bush site by Prestige Commercial Vehicles Limited for the purposes of carrying out repairs or maintenance of those vehicles. The storage and movements of these heavy vehicles are to be included in the maximum storage limit for heavy vehicles and the maximum number of heavy vehicle movements per day, and the number of vehicles stored on the site for this purpose will be recorded in a log book which is to be made available to the Ashburton District Council upon request.
- r) Broadband reversing alarms ('Rearsense' or similar) shall be fitted to all vehicles on-site that utilise reversing alarms.
- s) No vehicles shall be permitted to have engine idling extending beyond a period of 2 minutes.
- t) The access to the site shall be in accordance with Appendix 10-8 of the Plan.
- u) All potholes on the Ryal Bush site are to be repaired as soon as possible.
- v) Any costs incurred by the Ashburton District Council related to monitoring of the standards for this scheduled activity shall be reimbursed by the operator of the scheduled activity, in accordance with Section 36 of the Resource Management Act.

8.7 Assessment Matters

In considering resource consents for land use activities, other than for controlled activities, and in addition to the applicable provisions of the Act, the Council shall apply the relevant Assessment Matters set out below.

8.7.1 Height of Buildings

- a) The degree to which the increased building height may affect the amenity and enjoyment of public open space through a reduction in view, casting of shadows or dominance of buildings over an open landscape.
- b) The extent of any adverse effects on the environment from exceeding a maximum height and in particular the effect of any increased building height on the visual character of the area and the scale of adjoining buildings.
- c) The degree to which the increased building height may result in decreased opportunities for views from properties in the general vicinity or from roads.
- d) The potential for any adverse effects created through increased height to be mitigated through site layout, separation distances or the provision of landscaping.

8.7.2 Setback from Streets

- a) The degree to which the building or structure will be visible from the road and its effect on the open space character and amenity of the recreation ground.
- b) The design and appearance of the building and its compatibility with the surrounding environment.
- c) The necessity for a reduced setback to enable more efficient or practical use of the site.
- d) The potential for privacy on adjoining sites to be adversely affected from buildings and structures erected at a reduced setback.
- e) The potential for any landscaping to mitigate any increased visual impact created from a reduced setback.

8.7.3 Setback from Neighbours

- a) Any adverse effects on adjoining sites of the proximity of buildings housing scheduled community or private recreation facilities in terms of noise, glare or vibration which is inconsistent with the surrounding environment.
- b) The design and appearance of the building and its relationship with adjoining buildings and sites in terms of design, height, length and scale.
- c) The layout of the site and alternative options for use of the site area.
- d) The nature of activities able to be undertaken from within the building and their compatibility with activities on adjoining sites (and in particular residential activities) and the extent to which they should be separated from adjoining sites to maintain the quality of the environment.

8.7.4 Recession Lines

- a) The degree to which the increased building height may affect the amenity and enjoyment of public open space through a reduction in view, casting of shadows or dominance of buildings over an open landscape.
- b) The design of the building and the extent to which it casts a shadow over adjoining sites and in particular outdoor living spaces or main living areas within a residential unit.
- c) The potential to mitigate any adverse effects through alternative options on the layout of buildings, car-parking, etc.

8.7.5 Lighting

- a) The degree to which glare may affect the enjoyment, character, safety or amenity of any public place or residential area in the vicinity having regard to the time, duration and intensity of the light and the extent to which it illuminates adjoining land areas.
- b) The location of the source of glare and the potential to relocate or redirect the source within the site to mitigate any nuisance, including the safety of vehicles travelling along adjoining road networks and the degree to which this can be achieved successfully.
- c) The extent to which the light source is necessary to enable certain activities to take place.

8.7.6 Screening

- a) The type of goods or vehicles to be stored on site, their visual appearance and the extent to which the site is visible from adjoining sites, particularly from residential areas and the effect this will have on the amenities and character of the area.
- b) The location of the storage area in relation to buildings and options for the alternative layout of activities on the site.

8.7.7 Landscaping

- a) The extent of the visual impact of buildings and outdoor storage areas on sites where a reduced area of landscaping is proposed having regard to its visibility from adjoining sites, public places or the road and in particular, from sites of residential activity.
- b) The extent to which other factors may compensate for a reduced landscaped area, such as:
 - a higher quality of planting over a smaller area;
 - a high standard of architectural design that is not visually obtrusive;
 - the type of building materials used;
 - the location of different activities on site and their relationship to the boundaries of the site and their visibility from the general area.
- c) The importance of improving the standard of landscape having regard to the visual appearance of the site, the length of boundary open to public view and the impact of buildings

and activities within the site on the character and amenity of the area, particularly where a low standard of landscaping currently exists.

8.7.8 Hours of Operation and Sale of Liquor

- a) The extent of the additional time in terms of duration and frequency and the character and amenity of the surrounding environment and the extent to which the extension of hours will affect these qualities.
- b) The nature of the activities to be undertaken within this time and adverse effects that they may generate in terms of traffic, noise or visual amenity and the extent to which the additional hours sought may cause an accumulation of these effects.
- c) The nature of the proposed activities to be undertaken within this time and adverse effects that they may generate including effects relating to traffic generation, vehicle fumes, noise, glare from lighting and the effect these may have on the character, amenity and identity of the surrounding environment.
- d) Where the activity involves the sale of liquor, the extent to which the activity will have adverse effects on the amenity of residential uses, taking into account proximity to residential areas and sensitive locations, and hours of operation.
- e) The character, scale and intensity of the proposed use and its compatibility in relation to the surrounding neighbourhood.

8.7.9 Building Coverage

- a) The extent to which the additional building coverage will affect the degree to which the land is able to be enjoyed by the general public; will result in a loss of open space which is valuable within the built environment; or will enable the establishment of activities which could adversely affect the surrounding environment by way of noise, glare, traffic generation, loss of privacy or security.
- b) The extent to which any increase in total floor area will result in a building that dominates or is incompatible with the open space character of the recreation ground.
- c) The extent to which the recreation ground will become covered by buildings and the degree to which this will affect the amenity of the recreation ground.
- d) The ability of any landscaping or screening to mitigate any effects of a reduction in open space.

8.7.10 Surfacing

- a) The extent to which additional surfacing would affect the character and amenity of the recreation ground taking into account the purpose for which the surfacing is required.
- b) The extent to which the additional surfacing would remove land available for public use.

8.7.11 Commercial Activities

- a) The extent to which the sale of goods or services may adversely affect the amenity of the environment through increased generation of vehicles, noise, fumes or advertising.
- b) The extent to which the sale of goods or services may result in the dispersion of retail activity within the District, affecting the community identity or character of residential areas.
- c) The extent to which a commercial activity may result in the loss of privacy on adjoining residential sites.
- d) The extent to which the activity will result in levels of traffic generation or pedestrian activity which are incompatible with the character of the surrounding area.
- e) The volume and type of traffic which may be generated to the site and the ability of the site to accommodate parking for cycles and people with ~~disabilities~~ **limited mobility**, loading, manoeuvring and access requirements.
- f) Any adverse effect of the likely traffic generation from the proposed activity in terms of:
 - noise and vibration from vehicles entering and leaving the site or adjoining road, which is incompatible with the noise levels acceptable in a low-density residential environment;
 - glare from headlights of vehicles entering and leaving the site or adjoining road which is intrusive for residents or occupants of adjoining sites;
 - loss of privacy;
 - levels of traffic congestion or reduction in levels of traffic safety which are inconsistent with the classification of the adjoining road;
 - fumes from vehicles entering or leaving the site, which are unpleasant or objectionable to residents or occupiers of adjoining residential sites;
 - any cumulative effect of traffic generation from the activity in conjunction with traffic generation from other activities in the vicinity.
- g) The extent to which the proposed traffic generation will be compatible with or not result in adverse effects upon activities in the vicinity.
- h) The ability to mitigate any adverse effects of the additional traffic generation such as through the location and design of vehicle crossings, parking and loading areas or through the provision of screening and other factors which may reduce the effect of the additional traffic generation, such as infrequency of the activity, or limited total time over which the traffic movements occur.
- i) Any adverse effects of increased levels of pedestrian activity as a result of the activity in terms of noise, disturbance and loss of privacy which is inconsistent with the low-density residential environment.
- j) The extent to which retail sales or commercial activities on the site are an integral and necessary part of other activities being undertaken on the site