



DECISION OF THE QUEENSTOWN LAKES DISTRICT COUNCIL

UNDER s104 RESOURCE MANAGEMENT ACT 1991

Applicant:	Northlake Investments Limited
RM reference:	RM180795
Application:	Application under Section 88 of the Resource Management Act 1991 (RMA) for a subdivision to create 25 residential lots and two reserve lots including associated access, servicing, earthworks, breaches to transport standards and road boundary setbacks.
Location:	Outlet Road, Wanaka
Legal Description:	Lot 2005 Deposited Plan 529185 and Lot 66 Deposited Plan 371470 held in Computer Freehold Register 857195
Operative Zoning:	Northlake Special Zone (Activity Area D1)
Proposed Zoning;	N/A
Activity Status:	Non Complying
Notification Decision:	Publicly Notified
Delegated Authority:	Katrina Ellis, Team Leader Resource Consents
Final Decision:	GRANTED SUBJECT TO CONDITIONS
Date Decisions Issued:	17 April 2019

SUMMARY OF DECISIONS

Pursuant to Section 104 of the RMA, consent is **GRANTED SUBJECT TO CONDITIONS** outlined in the Section 42A report (**ANNEXURE 2** of this decision) imposed pursuant to Sections 108 and 220 of the RMA. The consent only applies if the conditions outlined are met. To reach the decision to grant consent the application was considered (including the full and complete records available in Council's file and responses to any queries) by Katrina Ellis, Team Leader Resource Consents, as delegate for the Council.

1. PROPOSAL AND SITE DESCRIPTION

Section 2 of the Section 42A (S42A) report prepared for Council (attached as Appendix 1) and Sections 1.0 – 6.0 of the applicant's AEE provides a full description of the proposal, the site and surrounds and the consenting history.

2. NOTIFICATION, SUBMISSIONS AND OBLIGATION TO HOLD A HEARING

The application was publicly notified on 24 January 2019.

No submitters have indicated they wish to be heard if a hearing is held and the consent authority does not consider a hearing is necessary.

A decision under section 100 of the Act to not hold a hearing was made by Katrina Ellis, Team Leader Resource Consents on 17 April 2019.

3. THE PLANNING FRAMEWORK

This application must be considered in terms of Section 104 of the Resource Management Act 1991. Section 4.3 of the S42A report outlines S104 of the Act in more detail.

The application must also be assessed with respect to Part 2 of the Act which is to promote the sustainable management of natural and physical resources. Section 7 of the S42A report outlines Part 2 of the Act.

3.1 RELEVANT PLAN CONSIDERATIONS

OPERATIVE DISTRICT PLAN

The subject site is zoned Northlake Special Zone. The purpose of the zone is:

“to provide for a predominantly residential mixed use neighbourhood. The area will offer a range of housing choices and lot sizes ranging from predominantly low to medium density sections, with larger residential sections on the southern and northern edges. The zone enables development of the land resource in a manner that reflects the zone’s landscape and amenity values.

The Northlake Special Zone includes a Structure Plan showing existing and proposed roads, the position of Activity Areas, Building Restriction Areas and Tree Protection Areas. Subsequent provisions refer to these terms. An important component of the Zone is the need to submit an Outline Development Plan as part of an application for consent to specified activities prior to development, to ensure the Zone is developed in an integrated manner”.

The proposed activity requires resource consent for the following reasons:

Subdivision

- A **restricted discretionary** activity resource consent pursuant to Rule 15.2.3.3(xi) for Subdivision in the Northlake Special Zone. Council's discretion is restricted to;
 - (a) The extent to which the subdivision is consistent with the Northlake Structure Plan and any relevant consent's Outline Development Plan consented under Rule 12.34.2.3.i or Rule 12.34.2.3.ii;
 - (b) The extent to which the subdivision would undermine the integrity of the Northlake Structure Plan and any relevant consent's Outline Development Plan consented under Rule 12.34.2.3.i or Rule 12.34.2.3.ii;
 - (c) Those matters in respect of which the Council has reserved control under Rule 15.2.3.2, being:
 - Rule 15.2.6.1 (lot sizes and dimensions);
 - Rule 15.2.7.1 (subdivision design);
 - Rule 15.2.8.1 (property access);
 - Rule 15.2.9.1 (esplanade provision),
 - Rule 15.2.10.1 (natural and other hazards);
 - Rule 15.2.11.1 (water supply);

- Rule 15.2.12.1 (storm water disposal);
 - Rule 15.2.13.1 (sewerage treatment and disposal);
 - Rule 15.2.14.1 (trade waste disposal);
 - Rule 15.2.15.1 (energy supply and telecommunications);
 - Rule 15.2.16.1 (open space and recreation);
 - Rule 15.2.17.1 (vegetation and landscaping);
 - Rule 15.2.18.1 (easements);
 - Rule 15.2.21.1 (earthworks).
- A **non-complying** activity pursuant to Rule 15.2.3.4(i) as the proposal breaches zone standard 15.2.16.3(iii) in regard to creating a subdivision where more than 50 residential lots are created prior to the construction and operation of the community facilities. It is proposed to provide 25 additional residential lots within the subdivision. The construction of a tennis court and playground have been undertaken, however no indoor swimming pool or gym are proposed as part of this application.
 - A **non-complying** activity pursuant to Rule 15.2.3.4(i) as the proposal breaches zone standard 15.2.20.1 in regard to a subdivision in Activity Area D1 where 20 affordable lots are not provided.

Land Use

- A **restricted discretionary** activity under Rule 12.34.2.4i as the proposal breaches Site Standard 12.34.4.1ii Setback from Roads, as the specified housing designs for proposed Lots 287, 291, 294, 298, 299, 303, 306, and 310 are proposed to be located a minimum of 1.5m from the road boundary, breaching the 3m minimum setback within Activity Area D1.
- A **restricted discretionary** activity under Rule 14.2.2.3(ii) as the proposal breaches site standard 14.2.4.1vi Parking Area and Access Design. The access design complies with Council's current Subdivision and Development Code of Practice; however, this differs from NZS4404:2004 which is referenced in the rule.
- A **restricted discretionary** activity under Rule 14.2.2.3(ii) as the proposal breaches site standard 14.2.4.2iv Minimum Sight Distances from Vehicle Access. There are several lots where the sight distance is constrained due to the presence of an intersection, being Lots 195, 287 – 291, 294 – 303, 305, 306, and 308 – 310.
- A **restricted discretionary** activity under Rule 14.2.2.3(ii) as the proposal breaches site standard 14.2.4.2vi Distances of Vehicle Crossings from Intersections. Several proposed crossings will not achieve the 25m required. Specifically:
 - Lot 287 is 17m from an intersection
 - Lot 291 is 18m from an intersection
 - Lot 294 is 17m from an intersection
 - Lot 303 is 19m from an intersection
 - Lot 304 is 9m from an intersection
 - Lot 306 is 17 from an intersection to the north and 16m from an intersection to the south
 - Lot 307 is 3m from an intersection
 - Lot 308 is 8m from an intersection
 - Lot 309 is 19m from an intersection
 - Lot 310 is 13m from an intersection

PROPOSED DISTRICT PLAN - STAGE 1 DECISIONS

Council notified its decisions on Stage 1 of the Proposed District Plan (Stage 1 Decisions Version 2018) on 5 May 2018. The subject site is not proposed to be rezoned through Stage 1 and therefore there are no Rules relevant to the proposal.

PROPOSED DISTRICT PLAN - STAGE 2 NOTIFIED VERSION

Council notified Stage 2 of the Proposed District Plan on 21 March 2019. The subject site is not proposed to be rezoned through Stage 2 and therefore there are no Rules relevant to the proposal.

4.2 NATIONAL ENVIRONMENTAL STANDARD FOR ASSESSING AND MANAGING CONTAMINANTS IN SOIL TO PROTECT HUMAN HEALTH

Based on the applicant's review of Council records, the piece of land to which this application relates is not a HAIL site, and therefore the NES does not apply.

4.3 ACTIVITY STATUS

Overall, the proposal was considered as a **non-complying** activity under the Operative District Plan.

4. SUMMARY OF EVIDENCE HEARD

This is not applicable in this case as there has not been a hearing.

5. PRINCIPAL ISSUES IN CONTENTION

The principal issues arising from the application, section 42A report and content of submissions are:

- Lot size, dimensions and subdivision design and effects arising from deviation from the Outline Development Plan
- Built form and
- Roading alignment

The findings relating to these principal issues of contention are outlined in Section 6.1.3 of the attached S42A report.

6. ASSESSMENT

6.1 Actual and Potential Effects (s104(1)(a))

Actual and potential effects on the environment have been addressed in Section 6.1.3 of the S42A report prepared for Council and provides a full assessment of the application. Where relevant conditions of consent can be imposed under section 108/220 of the RMA as required to avoid, remedy or mitigate adverse effects. A summary of conclusions of that report are outlined below:

The proposed subdivision design differs from that of the approved ODP. The proposed Road 19 re-alignment itself does not represent a good urban design outcome and is considered to have a more than minor effect. However, when considering the wider context and urban design merits on balance, the adverse effects will be acceptable in this instance. In regard to built form, subject to the imposition of conditions relating to orientation etc, it is considered that adverse effects can be avoided or mitigated.

Adverse effects in relation to reserves and landscaping, community facilities and affordable lots, roading and access, earthworks, services and natural hazards will be no more than minor.

6.2 RELEVANT DISTRICT PLAN PROVISIONS (s104(1)(b)(vi))

As outlined in detail in Sections 6.2 and 6.3 of the S42A report, overall the proposed development is not contrary to, and generally consistent with, the relevant policies and objectives of the Operative District Plan, Proposed District Plan, Regional Policy Statement and Proposed Regional Policy Statement.

6.3 PARTICULAR RESTRICTIONS FOR NON-COMPLYING ACTIVITIES (s104(D))

With respect to the assessment above, I consider the first threshold test for a non-complying activity required under Section 104D has not been met in that the application, in my view, is considered to create actual or potential adverse effects which are more than minor.

With respect to the second threshold test under Section 104D I conclude that the application can pass through the second gateway test given that the proposal is not considered to be contrary to the relevant policies and objectives of the Operative District Plan and Stage 1 of the Proposed District Plan.

6.4 PART 2 OF THE RMA

In terms of Part 2 of the RMA, the proposal is considered to be in accordance with the purpose of the Resource Management Act 1991 as outlined in further detail in Section 7 of the S42A report.

7. DECISION ON RESOURCE CONSENT PURSUANT TO SECTION 104 OF THE RMA

Decision A: Subdivision

Pursuant to section 104 of the RMA this consent is **granted** subject to the conditions stated in Annexure 1 of this decision imposed pursuant to Section 220 of the RMA.

Decisions B: Land Use

Pursuant to section 104 of the RMA this consent is **granted** subject to the conditions stated in Annexure 1 of this decision imposed pursuant to Section 108 of the RMA.

8. OTHER MATTERS

Local Government Act 2002: Development Contributions

In granting this resource consent, pursuant to the Local Government Act 2002 and the Council's Policy on Development Contributions the Council has identified that a Development Contribution is required. Payment will be due prior to application under the RMA for certification pursuant to section 224(c).

Please contact the Council if you require a Development Contribution Estimate.

Administrative Matters

The costs of processing the application are currently being assessed and you will be advised under separate cover whether further costs have been incurred.

You are responsible for ensuring compliance with the conditions of this resource consent found in Annexure 1. The Council will contact you in due course to arrange the required monitoring. It is suggested that you contact the Council if you intend to delay implementation of this consent or reschedule its completion.

This resource consent is not a consent to build under the Building Act 2004. A consent under this Act must be obtained before construction can begin.

Please contact the Council when the conditions have been met or if you have any queries with regard to the monitoring of your consent.

This resource consent must be exercised within five years from the date of this decision subject to the provisions of Section 125 of the RMA.

If you have any enquiries please contact Sarah Gathercole on phone (03) 441 0465 or email sarah.gathercole@qldc.govt.nz

Report prepared by

Decision made by



Sarah Gathercole
SENIOR PLANNER



Katrina Ellis
TEAM LEADER, RESOURCE CONSENTS

ANNEXURE 1 – Consent Conditions
ANNEXURE 2 – Section 42A Report

ANNEXURE 1 – CONSENT CONDITIONS

SUBDIVISION CONDITIONS

General Conditions

1. That the development must be undertaken/carried out in accordance with the plans:
 - 'Lots 195, 287 – 310, 1029 – 1030 & 2006 being a subdivision of Lot 2004 RM180415' Sheet No. 100, Drawing No. 001, Revision 1, by Paterson Pitts Group, dated 01/06/18.
 - 'Lots 195, 287 – 310, 1029 – 1030 & 2006 being a subdivision of Lot 2004 RM180415' Sheet No. 101, Drawing No. 001, Revision 2, by Paterson Pitts Group, dated 05/09/18.
 - 'Proposed Final Ground Level Contours' Sheet No. 102, Drawing No. 001, by Paterson Pitts Group, dated 01/06/18.
 - 'Lots 195, 287 – 310, 1029 – 1030 & 2006 being a subdivision of Lot 2004 RM180415, Landscaping Plan' Sheet No. 103, Drawing No. 001, by Paterson Pitts Group, dated 01/06/18.

stamped as approved on 17 April 2019

and the application as submitted, with the exception of the amendments required by the following conditions of consent.

2. This consent shall not be exercised and no work or activity associated with it may be commenced or continued until the following charges have been paid in full: all charges fixed in accordance with section 36(1) of the Resource Management Act 1991 and any finalised, additional charges under section 36(3) of the Act.
3. All engineering works shall be carried out in accordance with the Queenstown Lakes District Council's policies and standards, being QLDC's Land Development and Subdivision Code of Practice adopted on 3rd May 2018 and subsequent amendments to that document up to the date of issue of any resource consent.

Advice Note: The current standards are available on Council's website via the following link:

<http://www.qldc.govt.nz>

To be completed prior to the commencement of any works on-site

4. The owner of the land being developed shall provide a letter to the Manager of Resource Management Engineering at Council advising who their representative is for the design and execution of the engineering works and construction works required in association with this development and shall confirm that these representatives will be responsible for all aspects of the works covered under Sections 1.7 and 1.8 of QLDC's Land Development and Subdivision Code of Practice, in relation to this development.
5. At least 5 working days prior to commencing work on site the consent holder shall advise the Manager of Resource Management Engineering at Council of the scheduled start date of physical works. Compliance with the prior to commencement of works conditions detailed in Conditions 6 – 10 below shall be demonstrated.
6. At least 7 days prior to commencing work on the site, the consent holder shall provide the Manager of Resource Management Engineering at Council with the name of a suitably qualified professional as defined in Section 1.7 of QLDC's Land Development and Subdivision Code of Practice who is familiar with the Geosolve Limited Report Ref: 170372 dated August 2017 who shall supervise the excavation and filling procedure and ensure compliance with NZS 4431:1989 and Schedule 2A requirements of Condition 22j) below. Should the site conditions be found unsuitable for the proposed excavation/construction methods, then a suitably qualified and experienced engineer shall submit to the Manager of Resource Management Engineering at Council new designs/work methodologies for the works prior to further work being undertaken. With the exception of any necessary works required to stabilise the site in the interim.

7. Prior to commencing works on site, the consent holder shall submit a traffic management plan to the Road Corridor Engineer at Council for approval. The Traffic Management Plan shall be prepared by a Site Traffic Management Supervisor. All contractors obligated to implement temporary traffic management plans shall employ a qualified STMS on site. The STMS shall implement the Traffic Management Plan. A copy of the approved plan shall be submitted to the Manager of Resource Management Engineering at Council prior to works commencing.
8. All construction traffic shall enter and exit the site via the existing site construction entrance from Outlet Road established and maintained through Resource Consent RM171190.
9. The consent holder shall submit a construction Site Management Plan to the Manager of Resource Management Engineering at Council for 'Engineering Review and Acceptance'. This shall detail measures to control and or mitigate any dust, silt run-off and sedimentation that may occur, in accordance with (but not limited to) the QLDC's Land Development and Subdivision Code of Practice and 'A Guide to Earthworks in the Queenstown Lakes District' brochure, prepared by the Queenstown Lakes District Council and the Site Management Plan submitted with the application for RM171190 (prepared by Paterson Pitts Group, PPG ref W5431, dated October 2017). These reviewed measures shall be implemented prior to the commencement of any works on site and shall remain in place for the duration of the project until exposed areas of earth are permanently stabilised. In addition the measures shall include, but not be limited to, the following:
 - Dust Control
 - Stormwater, Silt and Sediment Control
 - Roading Maintenance
 - Traffic Management
 - Site Management

The measures outlined in this condition are minimum required measures only. The principal contractor shall take proactive measures to ensure the above effects are mitigated in accordance with the approved Site Management Plan.

10. Prior to commencing works on the site, the consent holder shall obtain 'Engineering Review and Certification' from the Queenstown Lakes District Council for development works to be undertaken and information requirements specified below. The application shall include all development items unless a 'partial' review approach has been approved in writing by the Manager of Resource Management Engineering at Council. The 'Engineering Review and Acceptance' application(s) shall be submitted to the Manager of Resource Management Engineering at Council and shall include copies of all specifications, calculations, design plans and Schedule 1A design certificates as is considered by Council to be both necessary and adequate, in accordance with Condition 3, to detail the following requirements in a) – i) below:

Roading

- a) The formation of roads 18 – 20 and access 12, in accordance with Council's standards. This shall include the following:
 - i) Provision for stormwater disposal from the carriageway.
 - ii) Road 18 shall be formed to a figure E13 standard.
 - iii) Roads 19 and 20 shall be formed to a figure E12 standard.
 - iv) Access 12 shall be formed to a figure E11 standard.
 - v) No stopping restrictions shall be provided in accordance with Section 3.3.2.4 of the Code of Practice.
 - vi) Access 12 shall be designed to provide either:
 - A. Manoeuvring for a rubbish collection vehicle (8m rigid truck, 10m turning radius) and shall be suitably marked to maintain access along the carriageway and prevent parking from blocking the turning area; or
 - B. A rubbish collection area shall be provided that is acceptable to Council and ensures that:
 - A defined area is made available for the collection of refuse and recycling.

- Any road safety issues arising from the proposal are examined through the road safety audit process and are confirmed by a suitably qualified traffic engineer as being safe.
 - Confirmation is provided regarding the impact on surrounding lots to ensure access locations are not impinged upon by the storage area.
- vii) The areas required for the turning head at the southern end of access 12 shall have clear markings and/or signage to ensure that no vehicles stop in the turning head except in the allocated parking spaces.
- b) The formation of the intersections of Roads 18 and 19 with Northlake Drive and all internal intersections, in accordance with the latest Austroads intersection design guides. These designs shall be subject to review and acceptance by Council with any associated costs met by the consent holder.
- c) The provision of a sealed vehicle crossing that shall be constructed to Lots 195 and 287 – 310 to Council's standards.
- d) The provision of road lighting in accordance with Council's road lighting policies and standards, including the *Southern Light* lighting strategy. Any road lighting installed on private roads/rights of way/access lots shall be privately maintained and all operating costs shall be the responsibility of the lots serviced by such access roads. Any lights installed on private roads/rights of way/access lots shall be isolated from the Council's lighting network circuits.

Water supply

- e) The provision of a water supply to Lots 195 and 287 – 310 in terms of Council's standards and connection policy. This shall include an Acuflo GM900 as the toby valve and an approved water meter as detailed in QLDC Water Meter Policy (Appendix A), dated June 2017. The costs of the connections shall be borne by the consent holder.

Sewerage

- f) The provision of a foul sewer connection from Lots 195 and 287 – 310 to Council's reticulated sewerage system in accordance with Council's standards and connection policy, which shall be able to drain the buildable area within each lot. The costs of the connections shall be borne by the consent holder.

Stormwater

- g) The provision of a stormwater collection and disposal system which shall provide both primary and secondary protection for future development within Lots 195 and 287 – 310, in accordance with Council's standards and connection policy. This shall include:
- i) A reticulated primary system to collect and dispose of stormwater from all potential impervious areas within each lot and stormwater mains with sufficient capacity to convey all upstream stormwater flows to the Council reticulated or open channel stormwater disposal system; and
 - ii) The individual stormwater lateral connections from each lot shall be designed to provide gravity stormwater drainage for the entire area within each lot; and
 - iii) A secondary protection system consisting of secondary flow paths to cater for the 1% AEP storm event and/or setting of appropriate building floor levels to ensure that there is no inundation of any buildable areas within the lots, and no increase in run-off onto land beyond the site from the pre-development situation.

Fire hydrants

- h) The provision of fire hydrants with adequate pressure and flow to service the development with a minimum Class FW2 fire fighting water supply in accordance with the Fire and Emergency New Zealand Code of Practice for Firefighting Water Supplies SNZ PAS 4509:2008(or superseding standard). Any alternative solution must be approved in writing by the Area Manager for the Central North Otago branch of Fire and Emergency New Zealand.

Design certification

- i) The provision of Design Certificates for all engineering works associated with this subdivision submitted by a suitably qualified design professional (for clarification this shall include all Roads, Water, Wastewater and Stormwater reticulation). The certificates shall be in the format of the QLDC's Land Development and Subdivision Code of Practice Schedule 1A Certificate.

Landscaping and urban design

- 11. Prior to the commencement of any works, updated landscape plans shall be provided to the Council's Resource Consent department for certification.

The objective of this condition and certification is to ensure that a clear, safe and accessible pedestrian/cycle route is provided through the cul-de-sac, providing connection across the stormwater reserve and Northlake Drive.

- 12. Prior to the commencement of any works under this consent on the site, the consent holder shall first provide detailed landscape plans and design specifications by a suitably qualified Landscape Architect to be certified by the Queenstown Lakes District Council's Parks Planning Manager as achieving the following:

- a) All works shall meet Part 7: Landscape of QLDC's Land Development and Subdivision Code of Practice adopted on 3rd June 2015 and subsequent amendments to that document up to the date of issue of any resource consent.

Advice Note: The current standards are available on Council's website via the following link:
<http://www.qldc.govt.nz>

- b) Ensure that areas of reserve exclude any areas of road.
- c) Details of landscape trees and plants that includes the species, size and location. It is sought that the species be suitable for a public reserve and for the area, and that also the reserve is an attractive 'focal point' as viewed from Northlake Drive.
- d) Irrigation plan showing how trees are to be irrigated
- e) Tree pit details showing root ball treatment and staking
- f) Ensure that all batter slopes and mounds are to a gradient not exceeding 1:5 when measured across any point to ensure that all slopes are mowable. This will require that plans clearly demonstrate that this gradient will not be exceeded.
- g) Path width, material and construction details so that all tracks achieve a grade 2 standard as set out in standards <http://www.qldc.govt.nz/assets/Uploads/Council-Documents/Parks-Planning-Documents/QLDC-Cycle-Trail-Track-Design-Standard-2016.pdf>
- h) Detail of stormwater soak pits/detention areas, including planting, maintenance and confirmation that the surrounding areas can be easily mown.
- i) Details and locations for any other proposed assets, such as park seats, irrigation and fencing.
- j) Maintenance requirements
- k) A potable water supply point to be provided to the boundary of reserve lots.

No works may be undertaken upon the site until the plan has been certified.

Advice Note: The Consent Holder is welcome to seek guidance from the Parks Planning Manager when preparing the landscape plan. This may facilitate certification if any matters of concern are addressed. Street Tree Planting Guidelines are available on request from the QLDC Arborist.

The Consent Holder should also be aware that the certification or acceptance of any landscape plan does not remove the requirement to obtain Council approval for vesting of reserve areas.

13. Prior to the commencement of any works on the site, the consent holder shall submit updated plans from a suitably qualified Urban Designer to the Council for certification by the Council's appointed Urban Designer. These plans shall show:
 - i) The location of pedestrian/cycle links. This must include a connection through Stage 10 to Stage 12; and Activity Area AA-B3 to the Open Space reserve; a connection across Northlake Drive to the site; and connections along the Northern side of Northlake Drive to the south of this site. The objective of this requirement is to ensure good connectivity for pedestrian and cyclists, and to reinforce a north/south connection along Northlake Drive.
 - ii) Design details of the pedestrian/cycle route (path width, planting, etc.) with the purpose of achieving high levels of amenity for users.
 - iii) Design details of the Northlake Drive/Road 19 intersection, including quality landscaping to ensure a coherent, attractive amenity and sense of connection for pedestrians/cyclists and vehicles.
 - iv) The Road 19/Road 20 intersection shall have traffic calming to create a low speed environment with the objective of making this area pedestrian-friendly.

To be monitored throughout works

14. The consent holder shall install measures to control and/or mitigate any dust, silt run-off and sedimentation that may occur, in accordance with the SMP that has been certified under Condition 9. The operational effectiveness and efficiency of all dust, erosion and sediment control measures shall be maintained throughout the duration of the earthworks activity, or until the site is permanently stabilised against dust and erosion. A record of any maintenance work shall be kept and be supplied to the Principal Enforcement Officer at Council on request. Alternatively, confirmation shall be provided to the Council that existing measures provided for the works under RM171190 are suitable and will be retained on site.

Advice Note: As a guide, maintenance of the erosion and sediment control measures should seek to ensure that the accumulated sediment be removed from sediment retention devices prior to reaching 20% live storage capacity. Sediment removed from treatment devices should be placed on stable ground where it cannot re-enter the device or be washed into any watercourse.

Where maintenance work is required to ensure the effectiveness of these erosion and sediment control measures, the record should include the date, time and details on the nature of any maintenance. The site manager (or equivalent) will need to ensure regular inspections of these measures, and particularly within 24 hours after any rainstorm event.

Where it is identified that dust, erosion and sediment control measure have become ineffective and maintenance/alteration/additional measures are required, the Principal Resource Management Monitoring at Council shall be contacted.

15. The earthworks, temporary batter slopes, batter slopes and site management shall be undertaken in accordance with the following:
 - Geosolve Limited recommendations as outlined in their report Ref: 170372 "Geotechnical Report, Northlake Subdivision – Subzone Areas B2, B3 and C1, Outlet Road, Wanaka" dated August 2017;
 - The detailed site management plan with construction methodology that has been reviewed and accepted under Condition 9 above.
16. Hours of operation for earthworks, shall be:
 - Monday to Saturday (inclusive): 7.30am to 6.30pm.
 - Sundays and Public Holidays: No Activity

In addition, no heavy vehicles are to enter or exit the site, and no machinery shall start up or operate earlier than 7.30am. All activity on the site is to cease by 6.30pm.

17. Within ten (10) working days following implementation and completion of the specific erosion and sediment control works referred to in Condition 9 above, and prior to the commencement of earthworks activity on the subject site, a suitably qualified engineering professional shall provide written certification that the erosion and sediment control measures have been constructed and completed in accordance with the approved SMP to the Principal Enforcement Officer at Council. Written certification shall be in the form of a report or any other form acceptable to the council. Alternatively, confirmation shall be provided to the Council that existing measures provided for the works under RM171190 are suitable and will be retained on site.

Advice note: Certification of the sediment and erosion control structure(s) required by this condition should contain sufficient details to address the following matters:

- *Details on the contributing catchment area*
 - *Retention volume of structure (dead storage and live storage measured to the top of the primary spillway)*
 - *Dimensions and shape of structure*
 - *Position of inlets/outlets*
 - *Details regarding the stabilisation of the structure*
18. The consent holder shall implement suitable measures to prevent deposition of any debris on surrounding roads by vehicles moving to and from the site. In the event that any material is deposited on any roads, the consent holder shall take immediate action, at their expense, to clean the roads. The loading and stockpiling of earth and other materials shall be confined to the subject site.
19. All machinery associated with the earthworks activity shall be operated in a way, which ensures that spillages of hazardous substance such as fuel, oil, grout, concrete products and any contaminants are prevented.

Advice Note: Refuelling and lubrication activities associated with earthworks machinery should be carried out away from any water body and stormwater management measures so that spillage that does occur can be contained and does not enter the water body or stormwater management measures.

To be completed before Council approval of the Survey Plan

20. Prior to the Council signing the Survey Plan pursuant to Section 223 of the Resource Management Act 1991, the consent holder shall complete the following:
- a) All necessary easements shall be shown in the Memorandum of Easements attached to the Survey Plan and shall be duly granted or reserved. This shall include any Easements in Gross as required by Council for infrastructure to vest. Requirements for vested infrastructure and Easements in Gross shall be agreed with Council prior to Engineering Acceptance.
 - b) The names of all roads, private roads and private ways which require naming in accordance with Council's road naming policy shall be shown on the survey plan.
Advice Note: the road naming application should be submitted to Council prior to the application for the section 223 certificate.

Amalgamation Condition

21. The following shall be registered with Land Information New Zealand (CSN **XXXXXX**):
- *"That Lot 2006 hereon & Lot 66 DP 371470 be held in the same Computer Freehold Register"*

To be completed before issue of the s224(c) certificate

22. Prior to certification pursuant to section 224(c) of the Resource Management Act 1991, the consent holder shall complete the following:
- a) The submission of 'as-built' plans and information required to detail all engineering works completed in relation to or in association with this subdivision at the consent holder's cost. This information shall be formatted in accordance with Council's 'as-built' standards and shall include all Roads (including right of ways and access lots), Water, Wastewater and Stormwater reticulation (including private laterals and toby positions).
 - b) The completion and implementation of all works detailed in Condition 10 above.
 - c) An Elster PSM V100 or Sensus 620 water meter shall be provided to Council's maintenance contractor Veolia for Lots 195 and 287 – 310, and evidence of supply shall be provided to Council's Subdivision Inspector as per condition 10e above.
 - d) Written confirmation shall be provided from the electricity network supplier responsible for the area, that provision of an underground electricity supply has been made available (minimum supply of single phase 15kva capacity) to the boundary of all saleable lots created and that all the network supplier's requirements for making such means of supply available have been met.
 - e) Written confirmation shall be provided from the telecommunications network supplier responsible for the area, that provision of underground telephone services has been made available to the boundary of all saleable lots created and that all the network supplier's requirements for making such means of supply available have been met.
 - f) The submission of Completion Certificates from the Contractor and the Engineer advised in Condition 4 for all engineering works completed in relation to or in association with this subdivision (for clarification this shall include all Roads, Water, Wastewater and Stormwater reticulation). The certificates shall be in the format of a Producer Statement, or the QLDC's Land Development and Subdivision Code of Practice Schedule 1B and 1C Certificate.
 - g) All newly constructed foul sewer and stormwater mains shall be subject to a closed circuit television (CCTV) inspection carried out in accordance with the New Zealand Pipe Inspection Manual. A pan tilt camera shall be used and lateral connections shall be inspected from inside the main. The CCTV shall be completed and reviewed by Council before any surface sealing.
 - h) All signage shall be installed in accordance with Council's signage specifications and all necessary road markings completed on all public or private roads (if any), created by this subdivision.
 - i) Road naming shall be carried out, and signs installed, in accordance with Council's road naming policy.
 - j) All earthworks, geotechnical investigations and fill certification shall be carried out under the guidance of suitably qualified and experienced geotechnical professional as described in Section 2 of the Queenstown Lakes District Council's Land Development and Subdivision Code of Practice. At the completion of onsite earthworks the geo-professional shall incorporate the results of ground bearing test results for each residential allotment within the subdivision regardless of whether affected by development cut and fill earthworks and include the issue of a Geotechnical Completion Report and Schedule 2A certificate covering all lots within the subdivision, with the Schedule 2A certification including a statement under Clause 3(e) covering Section 106 of the Resource Management Act 1991. In the event the Schedule 2A includes limitations or remedial works against any lot(s) the Schedule 2A shall also include a geotechnical summary table identifying requirements against each relevant lot in the subdivision for reference by future lot owners. Any remedial works outlined on the Schedule 2A that requires works across lot boundaries shall be undertaken by the consent holder prior to 224(c) certification being issued.
 - k) All earth worked and/or exposed areas created as part of the subdivision shall be top-soiled and grassed, revegetated, or otherwise stabilised.

- l) The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent.
- m) The completion and implementation of the landscaping and requirements detailed in Conditions 11 and 12 above.
- n) The completion and implementation of the urban design requirements detailed in Condition 13 above.
- o) The Consent Holder shall enter into a maintenance agreement under S207A of the Local Government Act 2002 Amendment Act, with the QLDC (Parks and Reserves), with the obligation being upon the Consent Holder to fulfil the requirements detailed in (i) to (iv) below. The maintenance period shall be five years from any issue of 224(c):
 - (i) All new assets, including irrigation and fencing, shall be kept in good working order and be free of defects or disrepair.
 - (ii) Trees and vegetation shall be irrigated and maintained to an acceptable standard as specified by QLDC Parks and Reserves Planning team. It shall be the responsibility of the consent holder to ensure that any new plantings, as shown on the approved landscape plans, that die or decline at any time over the 5-year maintenance period following the initial planting shall be replaced. The replacement plants shall be of the same species, grade and size as the original specimens and planted no later than the following planting season or as instructed by QLDC.
 - (iii) The vested Local Purpose (Drainage and Recreation) Reserve shall be kept in a tidy condition and shall be free of litter and refuse.
 - (iv) Health and safety plans shall be provided for all non-QLDC approved contractors undertaking maintenance in the reserves or road reserves.

Ongoing Conditions/Consent Notices

23. *The following conditions of the consent shall be complied with in perpetuity and shall be registered on the relevant Titles by way of Consent Notice pursuant to s.221 of the Act.*
- a) In the event that the Schedule 2A certificate issued under Condition 22j) contains limitations or remedial works required, then a consent notice shall be registered on the relevant Computer Freehold Registers detailing requirements for the lot owner(s).
 - b) A consent notice condition pursuant to s.221 of the Resource Management Act 1991 shall be registered on the Computer Freehold Register for the relevant lots providing for the performance of any ongoing requirements for protection of secondary flow paths or minimum floor levels for buildings, where deemed necessary by Council to satisfy Condition 10(g)(iii) above. The final wording of the consent notice instrument shall be checked and approved by the Council's solicitors at the consent holder's expense prior to registration to ensure that all of the Council's interests and liabilities are adequately protected.
 - c) All boundary fences along or adjoining any areas of reserve shall be no greater than 1.2 metres in height and shall be no less than 50% visually permeable.
 - d) No hedging, planting and/or fencing along road boundaries shall exceed 1.2m in height.
 - e) Any planting between the dwelling and the road boundary shall be maintained to a height no greater than 1.2 metres.
 - f) Any development within the 'Northlake Housing lots' shall comply with the 'Northlake Design Control Guidelines' and require approval from Northlake Developments (NDL) or appointee prior to construction commencing. Northlake Developments (NDL) (or its successors and assigns) are the authority responsible for the design approval process.

- g) The dwellings within the 'Northlake Lots' shall selected be from the range of Northlake typologies as follows:

Lot	Northlake Typology Type
195	A, D, F
287 - 291	B, E, H, I, J
292 – 293	A, D, F
294 - 298	A, C, D, F, G
299 - 304	B, E, H, I, J
305 - 306	A, D, F
307 - 310	A, C, D, F, G

Covenant

24. The consent holder shall ensure that a fencing Covenant, required under s6 of the Fencing Act 1978, is registered on all lots adjacent to recreation reserve to ensure that any reserves to vest in QLDC are protected and that Council has no liability to contribute towards any work on a fence between a public reserve vested in or administered by the Council and any adjoining land.

Advice Notes

- This consent triggers a requirement for Development Contributions, please see the attached information sheet for more details on when a development contribution is triggered and when it is payable. For further information please contact the DCN Officer at QLDC.*
- This site may contain archaeological material. Under the Heritage New Zealand Pouhere Taonga Act 2014, the permission of the Heritage New Zealand Pouhere Taonga must be sought prior to the modification, damage or destruction of any archaeological site, whether the site is unrecorded or has been previously recorded. An archaeological site is described in the Act as a place associated with pre-1900 human activity, which may provide evidence relating to the history of New Zealand. These provisions apply regardless of whether a resource consent or building consent has been granted by Council. Should archaeological material be discovered during site works, any work affecting the material must cease and the Heritage New Zealand Pouhere Taonga must be contacted (Dunedin office phone 03 477 9871).*

LANDUSE CONDITIONS

General Conditions

- That the development must be undertaken/carried out in accordance with the plans:
 - 'Lots 195, 287 – 310, 1029 – 1030 & 2006 being a subdivision of Lot 2004 RM180415' Sheet No. 100, Drawing No. 001, Revision 1, by Paterson Pitts Group, dated 01/06/18.
 - 'Lots 195, 287 – 310, 1029 – 1030 & 2006 being a subdivision of Lot 2004 RM180415' Sheet No. 101, Drawing No. 001, Revision 2, by Paterson Pitts Group, dated 05/09/18.
 - 'Proposed Final Ground Level Contours' Sheet No. 102, Drawing No. 001, by Paterson Pitts Group, dated 01/06/18.
 - 'Lots 195, 287 – 310, 1029 – 1030 & 2006 being a subdivision of Lot 2004 RM180415, Landscaping Plan' Sheet No. 103, Drawing No. 001, by Paterson Pitts Group, dated 01/06/18.

stamped as approved on 17 April 2019

and the application as submitted, with the exception of the amendments required by the following conditions of consent.

- This consent shall not be exercised and no work or activity associated with it may be commenced or continued until the following charges have been paid in full: all charges fixed in accordance with section 36(1) of the Resource Management Act 1991 and any finalised, additional charges under section 36(3) of the Act.

3. All engineering works shall be carried out in accordance with the Queenstown Lakes District Council's policies and standards, being QLDC's Land Development and Subdivision Code of Practice adopted on 3rd May 2018 and subsequent amendments to that document up to the date of issue of any resource consent.

Advice Note: The current standards are available on Council's website via the following link:
<http://www.qldc.govt.nz>

For Your Information

If your decision requires monitoring, we will be sending an invoice in due course for the deposit referred to in your consent condition. To assist with compliance of your resource consent and to avoid your monitoring deposit being used before your development starts, please complete the "[Notice of Works Starting Form](#)" and email to the Monitoring Planner at RCMonitoring@qldc.govt.nz prior to works commencing.

You may also have conditions that require you to apply for Engineering Acceptance. To apply for Engineering Acceptance, please complete the [Engineering Approval Application form](#) and submit this completed form and an electronic set of documents to engineeringapprovals@qldc.govt.nz with our monitoring planner added to the email at RCMonitoring@qldc.govt.nz.

If your decision requires a development contribution (DC) charge, we will be sending a notice in due course. To answer questions such as what is a DC charge, when a DC charge is triggered and timing of payments, please refer to this link. <http://www.qldc.govt.nz/planning/development-contributions/> If you wish to make a DC estimate calculation yourself, please use this link: <http://www.qldc.govt.nz/planning/development-contributions/development-contributions-estimate-calculator/> And for full details on current and past policies, please use this link: <http://www.qldc.govt.nz/council-online/council-documents/policies/policy-on-development-contributions-and-financial-contributions/>



SCHEDULE OF PROPOSED RESERVES TO VEST IN QLDC

Lot 1029	Local Purpose Reserve (Recreation)
Lot 1030	

NOTES:

1. Further easements may be necessary for services and access.
2. All boundaries and areas are subject to final land survey
3. All boundaries and areas are subject to obtaining a resource consent from Queenstown Lakes District Council
4. All roads shown on this plan other than ROW's are to vest in QLDC as legal roads.
5. Refer to Sheets 300 & 301 for typical road cross sections

Future Stages



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Client & Location:

NORHLAKE
wanaka

Purpose & Drawing Title:

Lots 195, 287 - 310, 1029 - 1030 & 2006
being a Subdivision of Lot 2004
RM180415

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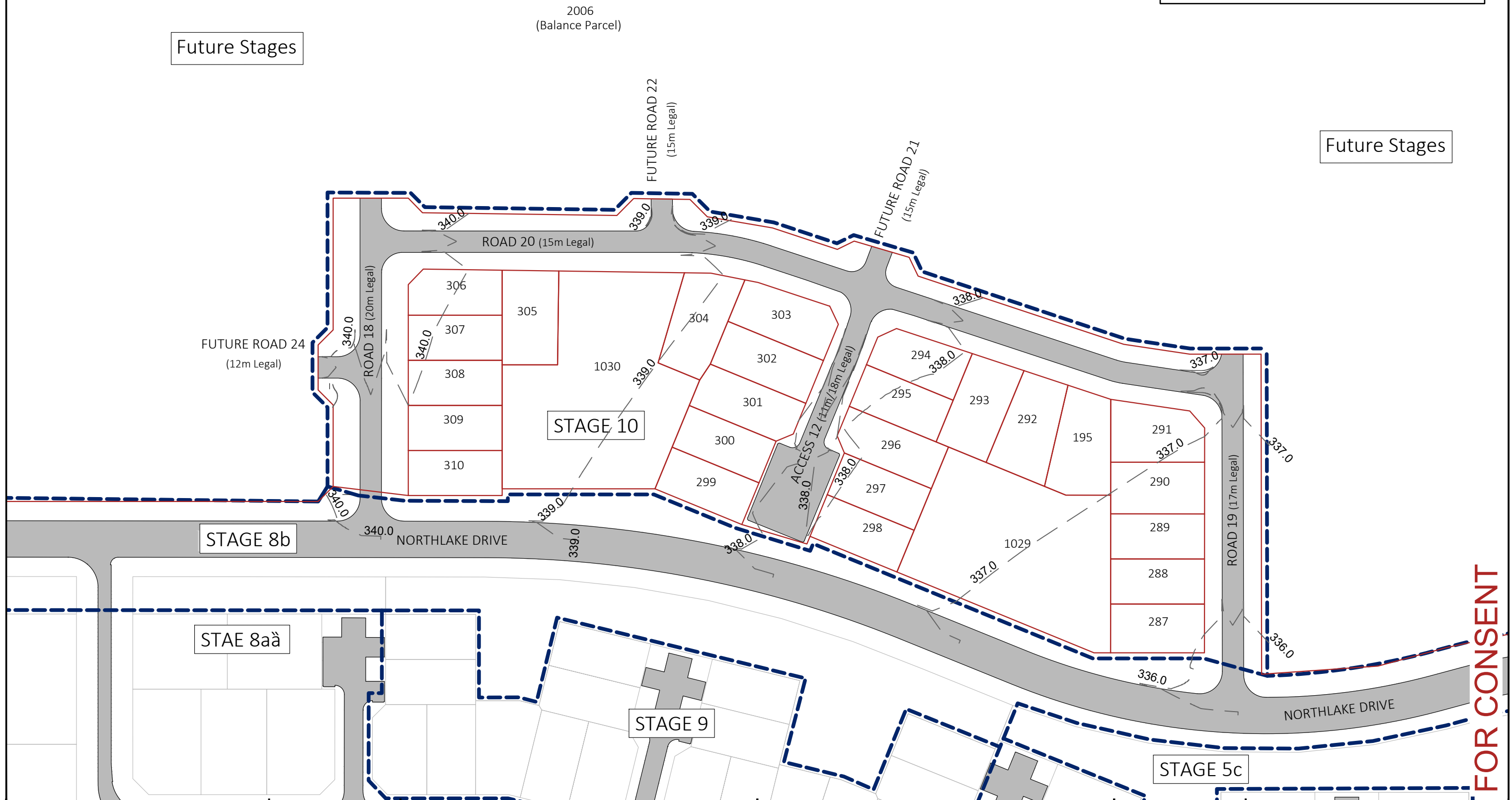


NOTES:

1. Further easements may be necessary for services and access.
2. All boundaries and areas are subject to final land survey
3. All boundaries and areas are subject to obtaining a resource consent from Queenstown Lakes District Council
4. All roads shown on this plan other than ROW's are to vest in QLDC as legal roads.
5. Contour interval = 1.0m

Future Stages

Future Stages



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Client & Location:

N O R T H L A K E
wanaka

Purpose & Drawing Title:

Proposed Final Ground Level Contours

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Drawing No:	001	Revision No:	0
		Date Created:	01/06/18




QUEENSTOWN LAKES DISTRICT COUNCIL


APPROVED PLAN:
RM180795

Wednesday, 17 April 2019


LANDSCAPING LEGEND:



Street Tree - Common Ash (*Fraxinus excelsior*)




Reserve Tree - Norway Maple (*Acer platanoides*)



Grass areas - Berms & Reserves




FOR CONSENT




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0800 PPGROUP



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or P.O. Box 283
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E wanaka@ppgroup.co.nz

Client & Location:



N O R T H L A K E
wanaka

Purpose & Drawing Title:

Lots 195, 287 - 310, 1029 - 1030 & 2006
being a Subdivision of Lot 2004 RM180415
Landscaping Plan

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Drawn by:	DA		DO NOT SCALE	
Checked by:	AGT			
Approved by:	AGT			
Job No:	W5576	Drawing No:	001	Sheet No:
				103
			Revision No:	Date Created:
			0	01/06/18

ANNEXURE 2 – SECTION 42A REPORT

FILE REF: RM180795

TO Independent Commission

FROM Sarah Gathercole, Senior Planner

SUBJECT Report on a Publicly Notified Consent Application.

SUMMARY

Applicant: Northlake Investments Limited

Location: Outlet Road, Wanaka

Proposal: Application under Section 88 of the Resource Management Act 1991 (RMA) for a subdivision to create 25 residential lots and two reserve lots including associated access, servicing, earthworks, breaches to transport standards and road boundary setbacks.

Legal Description: Lot 2005 Deposited Plan 529185 and Lot 66 Deposited Plan 371470 held in Computer Freehold Register 857195

Operative Plan Zoning: Northlake Special Zone (Activity Area D1)

Proposed Plan Zoning: N/A

Public Notification Date: 24 January 2019

Closing Date for Submissions: 22 February 2019

Submissions: None

RECOMMENDATION

That subject to new or additional evidence being presented at the Hearing, the application be GRANTED pursuant to Section 104 of the Resource Management Act 1991 (the RMA) for the following reasons:

1. The adverse effects of the activity will be more than minor, but acceptable in this instance. I consider that the proposed subdivision design differs from that of the approved ODP and the realignment of road 19 does not represent a good urban design outcome. However, when taking into account the proposed reserves, walkways and other urban design matters, I consider that the adverse effects relating to the Northlake character and integration can be considered within the wider context and will be acceptable. In regard to built form, subject to the imposition of conditions relating to orientation etc., it is considered that adverse effects can be avoided or mitigated. Adverse effects in relation to reserves and landscaping, community facilities and affordable lots, roading and access, earthworks, services and natural hazards will be no more than minor.

2. The proposal is not contrary the relevant objectives and policies of the District Plan, Regional Policy Statement and Proposed Regional Policy Statement. Whilst the proposal is not entirely consistent with some of the objectives and policies relating to urban design and transport matters, it is not contrary to them.
3. The first threshold test for a non-complying activity required under Section 104D has not been met in that the application is considered to create actual or potential adverse effects which are more than minor. The application can pass through the second gateway test given that the proposal is not considered to be contrary to the relevant policies and objectives of the Operative District Plan and Stage 1 of the Proposed District Plan.
4. The proposal promotes the overall purpose of the RMA being sustainable management.

1. INTRODUCTION

My name is Sarah Gathercole. I am a Senior Resource Consents Planner with Queenstown Lakes District Council. I have been employed in this role for approximately 3 years. I have approximately 10 years of experience in planning and roles of a similar nature in New Zealand and the United Kingdom. I hold the qualifications of a Bachelor of Arts (Geography) and Masters in Planning Practice from the University of Auckland, having graduated in 2006. I am an Intermediate member of the New Zealand Planning Institute (NZPI), which brings with it obligations with regard to continuing professional development and I am working towards NZPI full membership.

I confirm I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Consolidated Practice Note 2014 and agree to comply with it. In that regard I confirm that this evidence is written within my area of expertise, except where otherwise stated, and that I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

This report has been prepared to assist the Commissioner. It contains a recommendation that is in no way binding. It should not be assumed that the Commissioner will reach the same conclusion.

2. PROPOSAL AND SITE DESCRIPTION

I refer the Commission to the report entitled, *Northlake Investments Ltd Application for Subdivision and Land Use Consent, Stage 10, Lot 2002 DP 515015*, prepared by Kim Banks of Paterson Pitts Limited Partnership, hereon referred to as the applicant's AEE. A copy of the AEE and supporting reports can be found in the "Application" section of the Agenda.

The applicant has provided a detailed description of the proposal and the site and locality in Sections 1.0 – 6.0 of the applicant's AEE. This description is considered accurate and is adopted for the purpose of this report.

In addition, it is considered that the proposal is not in accordance with the approved Outline Development Plan. There have been some minor changes, including re-orientation of two lots, inclusion of an additional lot, and changes to the size and shape of reserves. However more substantially is the change in roading alignment, whereby road 19 now runs directly north-south. The adverse effects of this change are assessed below, however it is noted that the roading layout assessed at the time of ODP set the framework for development, considering aspects such as connectivity, character and the relationship between the areas North and South of Northlake Drive.

It is noted that there is a new Outline Development Plan proposed through RM181451, but no decision has been made on that consent at the time of writing this report.

3. CONSULTATION AND WRITTEN APPROVALS

No written approvals or evidence of consultation have been provided as part of the application.

4. PLANNING FRAMEWORK

OPERATIVE DISTRICT PLAN

The subject site is zoned Northlake Special Zone. The purpose of the zone is:

"to provide for a predominantly residential mixed use neighbourhood. The area will offer a range of housing choices and lot sizes ranging from predominantly low to medium density sections, with larger residential sections on the southern and northern edges. The zone enables development of the land resource in a manner that reflects the zone's landscape and amenity values."

The Northlake Special Zone includes a Structure Plan showing existing and proposed roads, the position of Activity Areas, Building Restriction Areas and Tree Protection Areas. Subsequent provisions refer to these terms. An important component of the Zone is the need to submit an Outline Development Plan as part of an application for consent to specified activities prior to development, to ensure the Zone is developed in an integrated manner”.

The proposed activity requires resource consent for the following reasons:

Subdivision

- A **restricted discretionary** activity resource consent pursuant to Rule 15.2.3.3(xi) for Subdivision in the Northlake Special Zone. Council’s discretion is restricted to;
 - (a) The extent to which the subdivision is consistent with the Northlake Structure Plan and any relevant consent’s Outline Development Plan consented under Rule 12.34.2.3.i or Rule 12.34.2.3.ii;
 - (b) The extent to which the subdivision would undermine the integrity of the Northlake Structure Plan and any relevant consent’s Outline Development Plan consented under Rule 12.34.2.3.i or Rule 12.34.2.3.ii;
 - (c) Those matters in respect of which the Council has reserved control under Rule 15.2.3.2, being:
 - Rule 15.2.6.1 (lot sizes and dimensions);
 - Rule 15.2.7.1 (subdivision design);
 - Rule 15.2.8.1 (property access);
 - Rule 15.2.9.1 (esplanade provision),
 - Rule 15.2.10.1 (natural and other hazards);
 - Rule 15.2.11.1 (water supply);
 - Rule 15.2.12.1 (storm water disposal);
 - Rule 15.2.13.1 (sewerage treatment and disposal);
 - Rule 15.2.14.1 (trade waste disposal);
 - Rule 15.2.15.1 (energy supply and telecommunications);
 - Rule 15.2.16.1 (open space and recreation);
 - Rule 15.2.17.1 (vegetation and landscaping);
 - Rule 15.2.18.1 (easements);
 - Rule 15.2.21.1 (earthworks).
- A **non-complying** activity pursuant to Rule 15.2.3.4(i) as the proposal breaches zone standard 15.2.16.3(iii) in regard to creating a subdivision where more than 50 residential lots are created prior to the construction and operation of the community facilities. It is proposed to provide 25 additional residential lots within the subdivision. The construction of a tennis court and playground have been undertaken, however no indoor swimming pool or gym are proposed as part of this application.
- A **non-complying** activity pursuant to Rule 15.2.3.4(i) as the proposal breaches zone standard 15.2.20.1 in regard to a subdivision in Activity Area D1 where 20 affordable lots are not provided.

Land Use

- A **restricted discretionary** activity under Rule 12.34.2.4i as the proposal breaches Site Standard 12.34.4.1ii Setback from Roads, as the specified housing designs for proposed Lots 287, 291, 294, 298, 299, 303, 306, and 310 are proposed to be located a minimum of 1.5m from the road boundary, breaching the 3m minimum setback within Activity Area D1.
- A **restricted discretionary** activity under Rule 14.2.2.3(ii) as the proposal breaches site standard 14.2.4.1vi Parking Area and Access Design. The access design complies with Council’s current Subdivision and Development Code of Practice; however, this differs from NZS4404:2004 which is referenced in the rule.

- A **restricted discretionary** activity under Rule 14.2.2.3(ii) as the proposal breaches site standard 14.2.4.2iv Minimum Sight Distances from Vehicle Access. There are several lots where the sight distance is constrained due to the presence of an intersection, being Lots 195, 287 – 291, 294 – 303, 305, 306, and 308 – 310.
- A **restricted discretionary** activity under Rule 14.2.2.3(ii) as the proposal breaches site standard 14.2.4.2vi Distances of Vehicle Crossings from Intersections. Several proposed crossings will not achieve the 25m required. Specifically:
 - Lot 287 is 17m from an intersection
 - Lot 291 is 18m from an intersection
 - Lot 294 is 17m from an intersection
 - Lot 303 is 19m from an intersection
 - Lot 304 is 9m from an intersection
 - Lot 306 is 17 from an intersection to the north and 16m from an intersection to the south
 - Lot 307 is 3m from an intersection
 - Lot 308 is 8m from an intersection
 - Lot 309 is 19m from an intersection
 - Lot 310 is 13m from an intersection

PROPOSED DISTRICT PLAN - STAGE 1 DECISIONS

Council notified its decisions on Stage 1 of the Proposed District Plan (Stage 1 Decisions Version 2018) on 5 May 2018. The subject site is not proposed to be rezoned through Stage 1 and therefore there are no Rules relevant to the proposal.

PROPOSED DISTRICT PLAN - STAGE 2 NOTIFIED VERSION

Council notified Stage 2 of the Proposed District Plan on 21 March 2019. The subject site is not proposed to be rezoned through Stage 2 and therefore there are no Rules relevant to the proposal.

4.2 NATIONAL ENVIRONMENTAL STANDARD FOR ASSESSING AND MANAGING CONTAMINANTS IN SOIL TO PROTECT HUMAN HEALTH

Based on the applicant's review of Council records, the piece of land to which this application relates is not a HAIL site, and therefore the NES does not apply.

4.3 ACTIVITY STATUS

Overall, the proposal was considered as a **non-complying** activity under the Operative District Plan.

4.4 STATUTORY CONSIDERATIONS

This application must be considered in terms of Sections 104 and 106 of the RMA.

Subject to Part 2 of the RMA, Section 104 sets out matters which the consent authority must have regard to when considering a resource consent application. Considerations of relevance to this application are:

- Actual and potential effects on the environment
- Relevant Plan provisions
- Regional Policy Statement and Proposed Regional Policy Statement
- Other Matters

Section 104D is relevant for non-complying activities and contains the threshold test. This provides that the consent authority may grant a resource consent for a non-complying activity only if it is satisfied that either the adverse effects of the activity on the environment will be minor (s104D(1)(a)), or the proposed activity will not be contrary to the objectives and policies of a proposed plan and/or plan (s104D(1)(b)).

Section 104B provides for the consent authority to grant or refuse consent and in granting consent may impose conditions under Sections 108 and 220.

Section 106 provides for the consent authority to either refuse or grant a subdivision consent subject to conditions, if it considers that the land is or is likely to be subject to, or is likely to accelerate material damage from natural hazards, or where sufficient provision for legal and physical access to each allotment has not been made.

The application must also be assessed with respect to the purpose of the RMA which is to promote the sustainable management of natural and physical resources. Section 7 of this report outlines Part 2 of the RMA in more detail.

These sections will be addressed further below.

5. INTERNAL REPORTS

The following reports have been prepared on behalf of QLDC and are attached as appendices.

- Land Development Engineer, Cameron Jones (included as Appendix 1)
- Consultant Urban Designer, Tim Church (included as Appendix 2)
- Council's Senior Planner, Parks and Reserves, Aaron Burt (included as Appendix 3)

The assessments and recommendations of the reports are addressed where appropriate in the assessment to follow.

6. ASSESSMENT

It is considered that the proposal requires assessment in terms of the following:

- (i) Actual and potential effects on the environment
- (ii) Relevant Plan provisions
- (iii) Regional Policy Statement and Proposed Regional Policy Statement
- (iv) Other Matters

6.1 ACTUAL AND POTENTIAL EFFECTS ON THE ENVIRONMENT

6.1.1 The Permitted Baseline

The consent authority **may** disregard an adverse effect of the activity if a rule or national environmental standard permits an activity with that effect. In this case there is no relevant permitted baseline as all subdivision within the Northlake Special Zone require Resource Consent.

6.1.2 Receiving Environment

It is noted that large scale earthworks are currently being undertaken within the vicinity of the subject site. There are no known unimplemented consented developments of relevance to this proposal within the immediate receiving environment, including on land otherwise owned by the applicant or others that are yet to be implemented. Accordingly, the receiving environment is the physical environment as it exists today.

6.1.3 Actual and Potential Effects on the Environment

The relevant assessment matters are found in Sections 12.34, 14 and 15 of the Operative District Plan and have been considered in the assessment below.

Lot size, dimensions and subdivision design and effects arising from deviation from the Outline Development Plan

It is noted that the proposal generally complies with the Northlake Structure Plan, with the exception of the following:

- The location of the 'required walkway/cycle link' along the activity area boundary. The applicant advised that this connection has been provided for on the western most connecting road.
- The Outline Development Plan (ODP) approved through RM160152 shows the subject site for use as 'Northlake Home Lots' with the orientation below:



Image 1: subject site as shown in approved ODP (RM160152)



Image 2: Proposed Scheme Plan

- As shown in Image 1 above, the ODP showed a total of 24 lots. The application proposes a total of 25 lots, with the additional lot being proposed Lot 195. The application also proposes an alternative orientation for Lots 287 and 288 (as shown in Image 2), being east to west as opposed to north to south as identified in the approved ODP (Image 1). Changes are also proposed to the size and shape of reserves.
- The most substantial change is that of the proposed road alignment, with road 19 now aligned north-south compared to the alignment approved through the ODP, matching the alignment of the surrounding and adjoining roads.

The Council's Consultant Urban Designer, Tim Church, has reviewed the proposal and provided comments (Attached as Appendix 2). Mr Church has raised concerns with the proposal in relation to pedestrian/cycle access, the realignment of proposed road 19 and the proposed housing typologies. Mr Church recommends that further landscape design drawings or consent conditions are provided to ensure that a clear, safe and accessible pedestrian/cycle route is prioritised in the design of the cul-de-sac, including the connection across the stormwater reserve and Northlake Drive. I accept the comments of Mr Church and recommend a condition of consent to address this matter.

The realigning of proposed Road 19 has also been highlighted by Mr Church as an issue as it changes the view and connection from a direct and clear connection along the street network's long view, to one which terminates at the Northlake Drive reserve space with the view of rear lots fencelines and/or a side elevation of a corner dwelling. Mr Church also identifies the potential for the road to create a divider between the north and the south and affecting the reserve area, moving away from small neighbourhood reserve to feeling part of the larger more open reserve area. Mr Church supports retaining the alignment of Lots 287 and 288 with their frontage to Northlake Drive.

Overall, Mr Church considers that the deviation from the ODP proposed could undermine the Northlake character and integration, which is built around creating and emphasising long views, well connected streets and neighbourhoods and perimeter housing around small, local open spaces, impacting on the cohesiveness of the ODP. I accept the comments of Mr Church that the proposed subdivision design differs from that of the approved ODP and does not represent a good urban design outcome.

The subject site is located at the northern end of the existing ODP area. I note that a new ODP has been proposed for the area to the north of the subject site, being RM181451. At the time of writing a hearing had been held, but no decision has yet been made in relation to this resource consent application. However the proposed plans to date show Road 19 in the same orientation as proposed through this application (as can be seen in Image 3 below). It is noted that the processing planner for RM181451 recommended grant subject to conditions, however a decision from the Independent Commissioners is still pending.



Image 3: Part of a proposed plan showing Road 19 from RM181451

Having considered this proposed road re-alignment within the context of the wider area to the north (albeit not confirmed at this stage), allows for consideration of the re-alignment of the road within the wider Northlake context. Whilst I accept Mr Church's comments that it will not result in a good urban design outcome, I consider that it will not be detrimental to the wider Northlake area in a way that is abhorrent. The proposal will provide two reserves with pedestrian and cyclist linkages through these areas and through the proposed roads. Whilst it is not as anticipated, the proposal will not limit linkages and connections entirely. It is noted that there are other opportunities within Northlake for connections between the north and south.

In summary, I consider that the proposed subdivision design differs from that of the approved ODP. While the road re-alignment does not represent a good urban design outcome, when considering the information submitted as part of RM181451 showing the effects of the roading network within the context of the wider Northlake area and the other factors mentioned above, I consider that suitable integration will still occur and it will not be detrimental to the overall character or coherency of the Northlake zone. Whilst the adverse effects are more than minor, I consider they are acceptable in this context.

Built form

Mr Church has provided comment on the proposed typologies and house designs, specifically that:

- Prominent sites, including those noted above and the lots fronting the pedestrian/cycle connection, should ensure the front doors are clearly visible and face the street; the driveway and/or garages do not dominate the frontage; and the service areas are screened.
- Typologies should relate and reflect the scale of the street or access (e.g. lots fronting Northlake Drive would preferably be two-story to reflect the scale of the road corridor and open space).
- Solar gain for outdoor spaces with direct access to the dwelling (e.g. optimising indoor/outdoor flow) should be prioritised over a minor breach to the minimum road boundary setback.
- Landscape and fencing treatments are important and the design guide should continue to be adhered to in this respect.

Mr Church concludes that careful consideration of typologies should be made in relation to the affected lots to mitigate any urban design and amenity impacts. Mr Church recommends particular typologies which would result in good design outcomes for the proposed Lots. These matters have not been addressed by the applicant to date, however it is considered that conditions of consent could ensure that the above outcomes are met and to appropriately avoid or mitigate adverse effects.

Reserves and Landscaping

The application proposes two lots (1029 and 1030) to vest with the Council for Local Purpose Reserve (Drainage and Recreation) for stormwater attenuation and recreational use. The Council endorsed the vesting of these at a Full Council meeting on 13 July 2016 subject to the following criteria, and works to be undertaken at the developer's expense:

- a) *Northlake Investments Limited registering a fencing covenant under Section 6 of the Fencing Act 1978 on the reserves to vest in QLDC to protect the Council from liability to contribute towards any work on a fence between a public reserve vested in or administered by the Council and any adjoining land;*
- b) *A five-year maintenance period by Northlake Investments Limited commencing from receiving s224 certificate for the reserves included within each stage of proposed subdivision; and*
- c) *A developer's agreement under section 207A of the Local Government Act 2002 Amendment Act 2014 detailing the stormwater operation and maintenance conditions of the reserves for the five-year period, and the condition of the reserves at end of the maintenance period, shall be provided by Northlake Investments Limited and approved by the Chief Engineer and Parks and Reserves Planning Manager.*

The proposal also includes street tree planting. Comment has been received from the Council's Senior Planner, Parks and Reserves, Mr Aaron Burt (included as Appendix 3) which does not identify any concerns. It is accepted that the reserves can be vested and that adverse effects relating to the reserves and landscaping are considered to be less than minor.

Community facilities and affordable lots

Community Facilities

The subdivision will create additional lots (with the total number of lots within Northlake being greater than 50 residential lots) prior to the construction and operation of the community facilities. RM160509, granted in October 2016 included a playground and tennis court as part of the 'community facilities' referred to in the District Plan Rules for the Northlake zone. These facilities have now been constructed.

As assessed through RM170361, granted in July 2017, the applicant proposed not to construct a pool. The current application includes a proposal for an additional 25 residential lots which will result in additional residents with a reduced level of access to these types of community facilities within Northlake. It is noted that a public pool at Three Parks has recently been completed. This is a community facility and is available to public, including residents within Northlake. Through RM160509 and RM170361 it was determined that although a pool is not available within the Northlake development, the public pool within Three Parks will provide a similar community facility. Although an additional 25 residential lots are proposed within this application, this assessment is still considered relevant and adverse effects resulting from the lack of a swimming pool in Northlake will be no more than minor.

The applicant confirmed through RM161292 (Stages 4-6) that a gym would be constructed and operational by 5 May 2019 at the latest.

Whilst no community facilities are proposed within this resource consent, given that they are anticipated and have been proposed within and conditioned through previous resource consents, it is anticipated that they will be delivered prior to or shortly after these residential units will be occupied.

In addition, it is noted that through Plan Change 53 relating to the Northlake Special zone, the Commissioner's Recommendation proposes to delete Rule 15.2.16.3 which relates to the provision of Community Facilities. This was on the basis that the community facilities (with the exception of the pool) have already been or will be provided in the Northlake Special zone. This was considered to enhance efficiency and avoid subdivision applications defaulting to a Non-Complying status. The Council's Decision on Plan Change 53 was notified on 13 December 2018. The appeal period has closed, but the Plan Change is not yet adopted and operative.

Affordable lots

The application will involve a subdivision in Activity Area D1 where 20 affordable lots are not yet provided. The proposal does not include all of Activity Area D1 and does not limit the provision of the affordable housing in future subdivisions/development in Area D1. Whilst the proposal does not provide any affordable lots, any adverse effects would be limited to the extent that the provision will be required before the full development of activity area D1 occurs. It is considered there is still sufficient land yet to be developed within Activity Area D1 to accommodate the twenty subject lots. As such any adverse effects would be no more than minor in terms of not providing for affordable housing within this proposal.

Roading and access

A roading network has been proposed within the application. Carriageway Consulting Limited (CCL) have provided traffic assessments for the applicant and Council's Engineer, Mr Cameron Jones, has reviewed the proposal and assessment provided. Mr Jones assessment is attached in Appendix 1 and as adopted for the purpose of this report. Key matters are summarised below.

The roading and access layout differs from that of the ODP, with the intersection of Road 19 and Northlake Drive proposed to be relocated approximately 60m to the east to accommodate an additional lot (Lot 195). The relocation means the intersection is on the inside of a bend, instead of on a straighter section of Northlake Drive. The Traffic Assessment submitted with the application states that there will still be sight distances in excess of 150m to the east and west and that the location is appropriate as long as care is taken to ensure that visibility splays are protected if the berms are planted. Splays have been provided on the lot boundaries where there are adjacent road intersections, except for Lots 287 and 310 where the Traffic Assessment states that they will not affect sight lines for vehicles approaching Northlake Drive. This assessment has been accepted by the Council's Land Development Engineer, Mr Cameron Jones.

No recessed parking is proposed on the east side of Road 18 due to the proposed vehicle crossing locations, which are constrained by the housing designs proposed for each lot. This has been accepted by Mr Jones, who notes this is not an indication that this will be an acceptable solution elsewhere within the Northlake area. The applicant has assured Council that they will not consider this to set a precedent.

Access 12 is to be vested in Council and consists of a narrow, no-exit lane with a rectangular turning head and a hardstand to allow for rubbish collection. Mr Jones accepts this access as suitable.

Regarding driveways, the approximate driveway crossing location is shown in Image 3 below:



Image 3: Vehicle crossing locations

Several of the proposed vehicle crossings breach District Plan Site Standards relating to sight distances (Lots 195, 287 – 291, 294 – 303, 305, 306, and 308 – 310) and setback distances from the vehicle crossings to an intersection (Lots 287, 291, 294, 303, 304, and 306 – 310). The Traffic Assessment submitted with the application states that these breaches will not result in any adverse traffic-related effects due to the low traffic speeds and generally low traffic volumes. Although traffic volumes on Road 18 may be slightly understated (according to PPG this road will 'provide a main route through the future stages of Northlake and also provide one of the key links into the neighbouring Allenby Farms Limited development'), Mr Jones accepts this assessment.

The majority of sites are east-west facing and proposed access locations are to the south. This is positive in providing for solar gain.

Mr Jones is satisfied that each lot will have enough space to provide 2 parking compliant spaces.

Having accepted Mr Jones' assessment, I consider that adverse effects relating to roading and access will be less than minor.

Earthworks

Land Use Consent RM171190 was granted 13 February 2018 for all earthworks associated with Stage 10 (and other future stages to the north). The earthworks have been included with this application to re-set the 'ground level' (in accordance with the District Plan definition). Whilst some minor amendments to the lot layout have been undertaken since the RM171190 decision was issued, Mr Jones accepts the Council's engineer's assessment for RM171190 that the earthworks are feasible. Mr Jones' comments are accepted. The conditions proposed by Mr Jones would ensure the appropriate management of earthworks to avoid and mitigate adverse effects such as sediment in runoff, dust and noise.

The proposed earthworks will also re-set the 'ground level' as defined in the District Plan and therefore may affect the height of future buildings on the lots. The cut and fill earthworks plan approved through RM171190 shows that in the vicinity of the subject site there is a small area of fill and the rest appears to be subject to a cut of approximately 0.5m to 1.0m (noting that it is difficult to differentiate between the cut and fill level colours on the plan).



Image 4: Approved cut and Fill plan from RM171190

Given the nature and scale of the proposed earthworks which are generally consistent with those undertaken through RM171190, any potential changes to the height of future buildings are not considered to be noticeable when compared to that of the previous ground level.

Having accepted Mr Jones' assessment, I consider that adverse effects relating to earthworks will be less than minor.

Services

Water

The subdivision is within the Wanaka Pressure Zone supplied from Brecon Point Reservoir. Information submitted to the Council suggests that there is adequate capacity within the water network for up to Stage 14 of Northlake. Mr Jones is satisfied that adequate water supply can be provided to the proposed subdivision.

Wastewater

Council's Infrastructure team has confirmed that there is adequate capacity within Council's reticulated wastewater network for Northlake Stages 1 – 14.

Stormwater

The applicant is proposing a reticulated stormwater network to connect the proposed roading and lots to the existing reticulated networks constructed during previous stages of Northlake. Mr Jones is satisfied that appropriate stormwater disposal from Stage 10 will be feasible.

Power and Telecommunications

The applicant has provided letters from PowerNet and Chorus confirming that power and telecommunications connections can be made for the subdivision.

Having accepted the assessment of Mr Jones, I consider that the proposed lots can be appropriately serviced and adverse effects will be less than minor.

Hazards

The site has a 'LIC1 – Liquefaction' hazard classification. The Geotechnical Report submitted through RM171190 confirms that there will be no liquefaction risk at the site due to the depth to groundwater. Mr Jones accepts this assessment.

There are no other identified hazards for the site and adverse effects relating to hazards are considered to be less than minor.

Summary of effects

In summary, I consider that the proposed subdivision design differs from that of the approved ODP and the road re-alignment is not a good urban design outcome. However, when considering the effects relating to the Northlake character and integration within that wider context, whilst the adverse effects will be more than minor, they are considered acceptable in this instance. In regard to built form, subject to the imposition of conditions relating to orientation etc., it is considered that adverse effects can be avoided or mitigated. Adverse effects in relation to reserves and landscaping, community facilities and affordable lots, roading and access, earthworks, services and natural hazards will be no more than minor.

6.2 RELEVANT PLAN PROVISIONS

Operative District Plan

The relevant Objectives and Policies of the Operative District Plan are found in:

Part 12.34 (Northlake Special Zone)
Part 14 (Transport)
Part 15 (Subdivision, Development and Financial Contributions)

For conciseness only the relevant objectives and policies will be summarised below. A full list of the objectives and policies are contained in Appendix 5.

Northlake Special Zone

The relevant operative objectives and policies are contained within Part 12.33 of the ODP.

Objective 1 relates to residential development. The proposal is consistent with this objective and Policies 1.1, 1.2 and 1.6 as it will provide for a range of residential density. The proposed lot sizes are of a medium density and within an area of Activity Area D1 which is not considered particularly sensitive. Whilst it is at the edge of the existing Outline Development Plan area (RM160152), another Outline Development Plan has been proposed for the area to the North (RM181451) and therefore the proposed lots will be in the centre of the Northlake development area (if approved). The proposal is consistent with Objective 1 and Policies 1.1, 1.2 and 1.6.

Policy 1.8 seeks to provide for community activities to serve the needs of the Northlake community and the wider Wanaka community. As discussed above, the application does not propose any additional community facilities. However, these community facilities have either already been provided or will be within a short timeframe, with the exception of the pool which is no longer considered to be required. Whilst the proposal is not entirely consistent with this policy it is not contrary to it.

Policy 1.9 seeks to enable affordable housing by providing for cost effective development and by requiring a range of lot sizes and housing typologies, including 20 affordable lots. As discussed above, the proposal does not include the 20 affordable lots, however there is still sufficient land yet to be developed within Area D1 to accommodate the 20 lots. It is unclear whether the proposed development will allow for affordable housing, however it does provide for a range of lot sizes and housing typologies. Whilst not entirely consistent with this Policy it is not contrary to it.

Objective 2 seeks to ensure that development demonstrates best practice in urban design and results in a range of high quality residential environments. The proposal is not entirely consistent with this objective given that the Council's Consultant Urban Designer has raised concerns with the realignment of proposed road 19. Mr Church considers that the deviation from the ODP could undermine the Northlake character and integration, which is built around creating and emphasising long views, well connected streets and neighbourhoods, with housing around small, local open spaces. As discussed above, the proposed ODP area to the north of the subject site (RM181451) includes road 19 in the same alignment. Whilst not yet granted, the layout shown within RM181451 demonstrates that connections will still be available via the realigned road 19. It is considered that the proposed re-alignment, while not a best practice urban design approach, will not significantly alter the connectivity for the wider Northlake area. It is noted that there is no detail regarding what "best practice in urban design" consists of in the Objectives and Policies or elsewhere in the District Plan. In this case I have accepted the specialist opinion of Mr Church as an Urban Designer and discussed his concerns with the re-alignment of road 19 in relation to effects above. In the case of this objective, 'best practice' appears to relate to consistency with the ODP and Structure Plan for the zone.

Policies 2.1 and 2.2 relate to the Northlake Structure Plan. In this case the proposal is consistent with the Northlake Structure Plan and these policies as it will not alter the primary roading network, the walking and cycle connections or existing vegetation. Whilst there are some concerns regarding the proposed roading and walking/cycling connections from an urban design perspective, given the high level nature of the structure plan, the proposal will be consistent with this document.

Policies 2.3 and 2.4 require the use of Outline Development Plans to implement the structure plan and achieve anticipated outcomes for the zone, particularly a high level of integration through residential lot layout, street design, recreational areas (including walkways/ cycleways, parks and open spaces) and landscaping. In this case there is an existing Outline Development Plan (ODP), being RM160152. The proposal is not entirely consistent with the ODP as outlined in the assessment above, however, despite not demonstrating best practice urban design, the proposal will still implement the structure plan and achieve the required density range within the Activity Area.

The proposed re-alignment of road 19 will potentially make connections more difficult, however it will not preclude walkways, cycleways or open space. It is considered that consent conditions can ensure that a clear, safe and accessible pedestrian/cycle route is prioritised in the design of the cul-de-sac, including the connection across the stormwater reserve and Northlake Drive. Whilst not entirely consistent with, the proposal will not be contrary to policies 2.3 and 2.4.

The proposal is consistent with Policy 2.5 which seeks to ensure that development relates to the wider Wanaka character and urban form.

The proposal is not contrary to any of the specific policies which give effect to the above objective. Whilst not entirely consistent with the objective, I consider that general consistency with the policies means that the proposal is not contrary to this objective. Therefore, whilst not entirely consistent with the objective, the proposal is not considered contrary to it.

Objective 3 relates to connectivity to ensure that development is well-connected inside and outside the zone. Policy 3.1 seeks to ensure that roading is integrated with existing development and the existing road network. The proposal is consistent with objective 3 and policy 3.1 as the proposal will integrate with existing and proposed roading networks.

Policy 3.2 seeks to promote a logical and legible road layout, minimising cul-de-sacs where practical. The proposal is not consistent with this policy as a cul-de-sac is proposed in the centre of the development (Access 12). However, as previously detailed in this report, the cul-de-sac will not prevent access by pedestrians or cyclists through the imposition of an access from the end of the cul-de-sac head. As this is not shown clearly on the plans submitted it is recommended that a condition of consent require this connection. Whilst vehicles will not be able to access through the cul-de-sac (approximately ten lots), given its location between road 18 and road 19, it is considered that there is adequate provision for vehicles to access Northlake Drive to the South. The Council's Consultant Urban Designer Mr Church has not raised any significant concerns regarding the proposed cul-de-sac. Whilst not entirely consistent with this policy, the proposal is not considered contrary to it.

Policy 3.3 requires public cycling and walking trails through the zone that link to existing and potential trails outside the zone. The proposal is consistent with this policy. As discussed above in relation to the structure plan, the proposal will provide for adequate links for pedestrians and cyclists.

Policy 3.4 relates to public transport. At this point in time there is no formal public transport within the Wanaka area. However it is considered that the proposal will not preclude the ability to be serviced by public transport, should it be available in the future. The proposal is consistent with Policy 3.4.

Policies 3.5 and 3.6 seek to reduce travel distances through well connected roads and to provide safe, attractive, and practical routes for walking and cycling, which are well linked to existing or possible future passenger transport and local facilities and amenities within the zone. These are similar to some of the preceding policies. It is considered that the proposal, whilst providing one cul-de-sac, will create two road links (18 and 19) which will connect to existing road networks. The cul-de-sac will also allow for pedestrians and cyclists to access through the cul-de-sac head via a walkway link. The proposal will not be contrary to these policies.

Objective 5 relates to recreation. Policy 5.1 seeks to identify areas for passive and active recreation, and to encourage connections between recreational areas, with Policy 5.2 to ensure that community recreation areas are located on flatter areas within the zone. The proposal includes two reserve areas which are to be vested with the Council for Local Purpose (Drainage and Recreation). It is considered that these will encourage connections between the north and south. While one of the reserves can only be accessed from Northlake Drive, the other will be accessible from the north and the roads proposed will allow for a north-south connection. Bulk earthworks are being undertaken within this area of the Northlake zone and it is anticipated that the proposed reserves will be on relatively flat land on the completion of the earthworks. The proposal will be consistent with this objective and policies 5.1 and 5.2.

Policy 5.4. require provision of community facilities at an early stage in the development of the zone. As discussed above, the application does not propose any additional community facilities. However, these community facilities have either already been provided or will be within a short timeframe, with the exception of the pool which is no longer considered to be required. Whilst the proposal is not entirely consistent with this policy it is not contrary to it.

The proposal is consistent with Objective 6 and Policy 6.3 which relate to infrastructure and safe, low speed traffic environments. As detailed above, it is considered that there is appropriate infrastructure to serve the proposed subdivision and the proposed roads will be appropriate from an engineering perspective.

Transport

The relevant operative objectives and policies are contained within Part 14.1.3 of the ODP.

Objective 1 relates to efficiency associated with transportation. Policies 1.3 and 1.4 seek to promote the efficient use of roads and restrict access on arterial roads. In this case it is considered that the proposed use of land is compatible with the road capacity and function and therefore the proposal is consistent with this objective and policies.

Policies 1.9 and 1.10 require off road parking, loading and suitable access. The proposal is consistent with these policies. Whilst the proposal breaches several District Plan Rules relating to setbacks from roads, access design, sight distances and distance from intersections, the adverse effects resulting from these breaches are considered to be less than minor. Whilst not entirely consistent with these policies, the proposal is not contrary to them.

Objective 2 relates to safety and accessibility, with policies 2.2, 2.3, 2.4 and 2.6 seeking similar outcomes to other policies already discussed. The policies seek to ensure that activities are compatible with the roading to ensure vehicle and pedestrian safety, to provide for people with disabilities, encourage pedestrian and cycle accessways and to ensure that intersections are well designed. As detailed above despite the sight distances and distances between intersections, adverse effects arising from these will be less than minor. The road networks proposed will be safe and will allow for access for pedestrians, cyclists, people with disabilities and vehicles. Whilst not entirely consistent with these policies, the proposal is not contrary to them.

Objective 3 relates to the environmental effects of transportation, being road construction and road traffic. Policy 3.1 relates to amenity values in relation to transport activities. Policy 3.2 relates to land use, 3.3 pedestrian links and policies 3.4 and 3.6 relate to the visual effects of roads and landscaping. The proposal is consistent with this objective and associated policies as the proposed roads are considered appropriate (despite the breaches) and will not result in significant visual effects. Landscaping has been proposed along the roading network.

Objective 5 and Policies 5.1, 5.3, 5.4 and 5.5 relate to parking and loading. The proposal is consistent with this objective and policies as space for two car parks is provided for each lot, complying with the parking standards for the development. This will ensure the safety of vehicles and pedestrians.

The proposal will be consistent with Objective 6 and Policies 6.1 – 6.3 which relate to pedestrian and cycle transport. Pedestrian and cycle links will be provided through the roading network, through the cul-de-sac head and through the reserve areas.

Subdivision

The relevant operative objectives and policies are contained within Part 15.1.3 of the ODP.

The proposal is consistent with Objective 1 and Policies 1.2 – 1.7, 1.9 – 1.11 which relate to servicing. The proposal can be suitably serviced to ensure that water, wastewater and stormwater are adequately managed. As detailed above, the roading network is not as anticipated through the underlying ODP and therefore the proposal is not entirely consistent with Policy 1.1, but is not contrary to it.

Objective 2 and Policies 2.1 and 2.2 relate to the cost of services to be met by subdividers. In this case development contributions will be required to be paid by the developer. As detailed above, the proposal provides for adequate services. The proposal will be consistent with this objective and associated policies.

Objective 5 seeks to ensure the maintenance or enhancement of the amenities of the built environment through the subdivision and development process. I consider that Policies 5.1 and 5.3 link back to the Structure Plan and the ODP for the Northlake zone, seeking to ensure that subdivision reflects the anticipated development for the area. The proposal is not entirely consistent with the ODP, however it is not considered detrimental to the amenity of the Northlake zone given the proposed ODP and the linkages that will be provided to the north. The proposal is therefore not entirely consistent with but not contrary to this objective and policies. Policy 5.5 relates to roading and the proposal is consistent with this. Policies 5.9 and 5.10 relate specifically to the Northlake Special zone, requiring that development be consistent with the Northlake Structure Plan and implement the objectives and policies for the Northlake Special zone. As identified above, given the high level nature of the Structure Plan, the proposal is consistent with it and therefore also consistent with Policy 5.9. As identified above, the proposal generally implements the policies of the Northlake Special zone and therefore is also consistent with Policy 5.10.

Proposed District Plan (Stage 1 – Appeals Version 2018)

Council notified its decisions on Stage 1 of the Proposed District Plan (Stage 1 Decisions Version 2018) on 5 May 2018 with an appeals version released in July. The subject site is not proposed to be rezoned through Stage 1, however the objectives and policies in Chapter 3 *Strategic Direction* are considered relevant to the proposal. Objective 3.2.2 and 3.2.2.1 seek to ensure that urban growth is managed in a strategic and integrated manner. In this case, whilst there are some concerns with the proposal from an urban design perspective, I consider the proposal is not contrary to objectives 3.2.2 and 3.2.2.1 as it will still be developed mostly in accordance with the Structure Plan and ODP, and where it is not aligned it is not considered to be detrimental to the Northlake area as a whole.

It is noted that these provisions have been appealed as identified in Appendix 5.

Proposed District Plan (Stage 2 Decision Version)

Council notified Stage 2 Decisions of the Proposed District Plan on 21 March 2019. The subject site is not subject to any provisions in the PDP Stage 2.

Weighting between Operative District Plan and Proposed District Plan

A weighting assessment in relation to the ODP and Proposed District Plan (Stage 1 Appeals Version) is only required if the conclusions reached under either planning document are different. In this case, as the conclusions reached in the above assessment lead to the same conclusion under both the ODP and PDP, no weighting assessment is required.

6.3 REGIONAL POLICY STATEMENT AND PROPOSED REGIONAL POLICY STATEMENT

Operative Regional Policy Statement (ORPS)

The relevant objectives and policies of the ORPS are found in Part 5 *Land* and Part 9 *Built Environment*. For conciseness only the relevant objectives and policies will be summarised below. A full list of the objectives and policies are contained in Appendix 6.

Objective 5.4.1 seeks to promote the sustainable management of Otago's land resources in order to maintain and enhance the primary productive and life-supporting capacity of land resources and meet the needs of Otago's people and communities. The proposal will meet the needs of the applicant and wider community by providing opportunities for additional lots, housing and two reserve areas. The proposal will be consistent with the above objective.

Objective 9.4.1 seeks to promote the sustainable management of Otago's built environment in order to meet the present and reasonably foreseeable needs of Otago's people and communities, provide for amenity values, and conserve and enhance environmental and landscape quality. The proposal will meet the needs of the applicant and wider community through the provision of additional housing and the two reserve areas with pedestrian and cycle linkages. The proposal will be consistent with the above objective.

Policy 9.5.5 seeks to maintain and enhance the quality of life for people and communities within Otago's built environment through amenity, avoiding, remedying or mitigating the adverse effects on community health and safety and avoiding, remedying or mitigating the adverse effects of subdivision, land use and development on landscape values. The proposal will be consistent with this policy.

Overall, I consider the proposal is consistent with the objectives and policies of the Operative Otago Regional Policy Statement.

Proposed Regional Policy Statement (PRPS)

For conciseness only the relevant objectives and policies will be summarised below. A full list of the objectives and policies are contained in Appendix 6.

The Otago Regional Council decisions on the Proposed Regional Policy Statement (PRPS) were released on 1 October 2016. One section of the PRPS is still subject to appeal, so the PRPS cannot be considered fully operative at the time of this report. Given that the majority of appeals have now been settled and specific Consent Orders released, a reasonable amount of certainty can be afforded to the provisions.

The relevant objectives and policies are found in Part B, Chapter 1 *Resource management in Otago is integrated*, Chapter 4 *Communities in Otago are resilient, safe and healthy* and Chapter 5 *People are able to use and enjoy Otago's natural and built environment*.

Objective 1.1 and Policies 1.1.1 and 1.1.2 seek to promote economic, social and cultural wellbeing for its people and communities. Policy 1.2.1 allows for development only if the adverse effects of those activities on the environment can be managed to give effect to the objectives and policies of the Regional Policy Statement. The proposal is considered to be consistent with this objective and policies.

Policy 4.3.1 (Managing Infrastructure Activities) relates to the proposal as infrastructure will be required to service the proposed development. In this case it is considered that the proposed lots can be adequately serviced. The proposal will be consistent with this policy.

Objective 5.4 seeks to ensure that adverse effects of using and enjoying Otago's natural and physical resources are minimised. The proposal is considered consistent with this objective.

Overall, I consider the proposal is consistent with the objectives and policies of the Proposed Regional Policy Statement.

Given that the conclusion reached under the ORPS and PRPS are similar, consideration of weighting is not considered necessary.

6.4 SUBDIVISION (s106 RMA)

Section 106 of the RMA states that a consent authority may refuse to grant a subdivision consent, or may grant a subdivision consent subject to conditions, if it considers that the land is or is likely to be subject to, or is likely to accelerate material damage from natural hazards, or where sufficient provision for legal and physical access to each allotment has not been made.

In this case, natural hazards are discussed above. The site has a 'LIC1 – Liquefaction' hazard classification. The Geotechnical Report submitted through RM171190 confirms that there will be no liquefaction risk at the site due to the depth to groundwater. There are no other identified hazards for the site and adverse effects relating to hazards are considered to be less than minor.

Legal and physical access has been proposed to all of the lots.

It is considered there is no reason to refuse consent under s.106 given that the land is not likely to be subject to, or likely to accelerate material damage from natural hazards and sufficient provision has been made for legal and physical access to each allotment.

6.5 PARTICULAR RESTRICTIONS FOR NON-COMPLYING ACTIVITIES (s104(D))

With respect to the assessment above, I consider the first threshold test for a non-complying activity required under Section 104D has not been met in that the application, in my view, is considered to create actual or potential adverse effects which are more than minor.

With respect to the second threshold test under Section 104D I conclude that the application can pass through the second gateway test given that the proposal is not considered to be contrary to the relevant policies and objectives of the Operative District Plan and the Proposed District Plan.

Accordingly, as the application has passed one of the gateway tests in s104D, consent can be granted for this non-complying activity.

7. PART 2 OF THE RESOURCE MANAGEMENT ACT 1991

Part 2 of the RMA details the purpose of the RMA in promoting the sustainable management of the natural and physical resources. Sustainable management is defined as:

managing the use, development and protection of natural and physical resources in a way or at a rate which enables people and communities to provide for their social, economic and cultural well being and for their health and safety while:

- (a) *Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations: and*
- (b) *Safeguarding the life-supporting capacity of air, water, soil and ecosystems: and*
- (c) *Avoiding, remedying, or mitigating any adverse effect of activities on the environment.*

In this case, the proposal will allow for the applicant to provide for their economic well being and, if granted, would provide for the social and cultural well being of the Northlake Community through the provision of lots, residential units and two reserve areas. Whilst there are some concerns from an urban design perspective, in general, the proposal will provide a good level of connectivity and amenity.

Overall, I consider that the proposal will result in adverse effects on the environment that can be suitably avoided, remedied or mitigated.

There are no matters of national importance listed in Section 6 of the RMA relevant to the proposal.

Under Part 2 of the RMA, regard must be had to the relevant matters of Section 7 – Other Matters, including:

- (a) *kaitiakitanga:*
- (aa) *the ethic of stewardship*
- (b) ***the efficient use and development of natural and physical resources:***
- (ba) *the efficiency of the end use of energy:*
- (c) ***the maintenance and enhancement of amenity values:***
- (d) *intrinsic values of ecosystems:*
- (f) ***maintenance and enhancement of the quality of the environment:***
- (g) *any finite characteristics of natural and physical resources:*
- (h) *the protection of the habitat of trout and salmon*
- (i) *the effects of climate change*
- (j) *the benefits to be derived from the use and development of renewable energy*

I have highlighted (in bold) the matters considered relevant to this proposal (being (b), (c) and (f)). I consider the proposal will be an efficient use of the land resource, maintain and enhance amenity values and the quality of the environment. As discussed above, whilst the proposal will not necessarily represent a good urban design outcome, this will not affect its ability to enhance amenity values within the wider Northlake zone.

There are no matters relevant to the principles of the Treaty of Waitangi under Section 8.

Overall, I consider that the proposal achieves the purpose of the RMA, being sustainable management.

8. RECOMMENDATION

That subject to new or additional evidence being presented at the Hearing, the application be GRANTED pursuant to Section 104 of the Resource Management Act 1991 (the RMA) for the following reasons:

1. The adverse effects of the activity will be more than minor, but acceptable in this instance. I consider that the proposed subdivision design differs from that of the approved ODP and the realignment of road 19 does not represent a good urban design outcome. However, when taking into account the proposed reserves, walkways and other urban design matters, along with the proposed ODP (RM181451), I consider that the adverse effects relating to the Northlake character and integration can be considered within the wider context and will be acceptable. In regard to built form, subject to the imposition of conditions relating to orientation etc, it is considered that adverse effects can be avoided or mitigated. Adverse effects in relation to reserves and landscaping, community facilities and affordable lots, roading and access, earthworks, services and natural hazards will be no more than minor.
2. The proposal is not contrary the relevant objectives and policies of the District Plan, Regional Policy Statement and Proposed Regional Policy Statement. Whilst the proposal is not entirely consistent with some of the objectives and policies relating to urban design and transport matters, it is not contrary to them.
3. The first threshold test for a non-complying activity required under Section 104D has not been met in that the application is considered to create actual or potential adverse effects which are more than minor. The application can pass through the second gateway test given that the proposal is not considered to be contrary to the relevant policies and objectives of the Operative District Plan and Stage 1 of the Proposed District Plan.
4. The proposal promotes the overall purpose of the RMA being sustainable management.

Report prepared by

Reviewed by



Sarah Gathercole
SENIOR PLANNER



Katrina Ellis
TEAM LEADER, RESOURCE CONSENTS

Attachments:

Appendix 1	Engineering Comment
Appendix 2	Urban Design Comment
Appendix 3	Parks and Reserves Comment
Appendix 4	Assessment Matters
Appendix 5	District Plan Objectives and Policies
Appendix 6	Regional Policy Statement Objectives and Policies
Appendix 7	RM181451 Plans

Report Dated: 17 April 2019

APPENDIX 1 - ENGINEERING COMMENT

ENGINEERING REPORT

TO: Sarah Gathercole

FROM: Cameron Jones

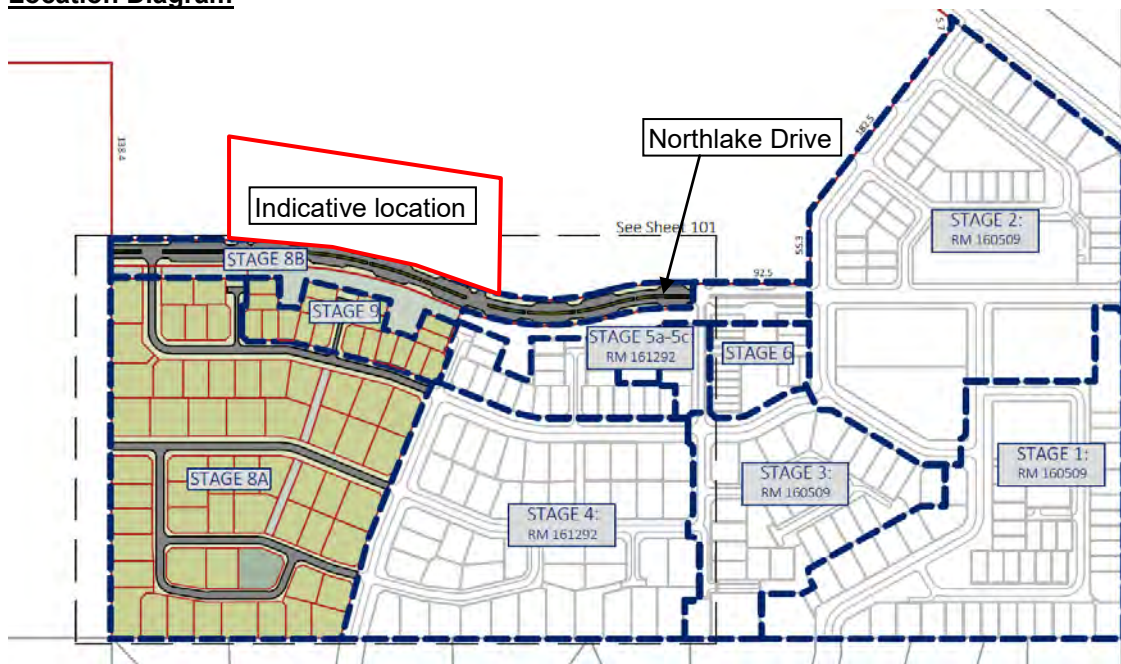
DATE: 19/10/2018

APPLICATION DETAILS	
REFERENCE	RM180795
APPLICANT	Northlake Investments Limited
APPLICATION TYPE & DESCRIPTION	Consent is sought to create 25 residential lots and two reserve lots, associated access, servicing, earthworks and breaches to transport standards and road boundary setback.
ADDRESS	Outlet Road, Wanaka
ZONING	Northlake Special Zone (Activity Area D1)
LEGAL DESCRIPTION	Lot 2002 DP 515015 & Lot 66 DP 371470 Site has been consented as: Lot 2004 RM180415
SITE AREA	Overall site: 96.5439 Ha Lot 2004: 80.998 Ha
ACTIVITY STATUS	Restricted Discretionary

Application	Reference Documents	Documents provided with consent application.
	Previous Relevant Consents	RM160152 (ODP approval for wider Northlake area). RM170361 & RM180415 (underlying subdivision and variation). RM171190 (bulk earthworks for underlying subdivision).

Comments		
	Existing Use	Vacant allotment.
	Neighbours	Northlake Drive to the south; vacant land on all other sides.
	Topography/Aspect	Relatively flat.

Location Diagram



Scheme Plan



TRANSPORT

Roads and Access

There have been a number of documents and reports that have been prepared as part of the Outline Development Plan (ODP) process for the Northlake subdivision and this application. Those that are considered relevant are listed as follows:

- a) *'Outline Development Plan, Activity Areas B4 and D1, Transport Assessment,'* prepared by Bartlett Consulting. Dated February 2016.
- b) *'Northlake Stage 10, Subdivision Infrastructure Report,'* prepared by Patterson Pitts Group (PPG). Revision 2 dated 27/08/2018, reference W5576.
- c) *'Northlake Subdivision: Assessment of Transportation Effects, Stage 10,'* prepared by Carriageway Consulting Ltd (CCL). Dated 6 May 2018.
- d) *'Northlake Subdivision, Lot 2002 (RM180795): Response to Council RFI,'* prepared by CCL. Dated 30 July 2018.
- e) *'Northlake Subdivision Stage 10: Response to Council Comments,'* prepared by CCL. Dated 21 August 2018.
- f) *'Northlake Subdivision, Lot 2002 (RM180795): Response to Council Additional Queries,'* prepared by CCL. Dated 3 October 2018.

The roading and access design has been prepared in general accordance with the Queenstown Lakes District Council (QLDC) Land Development and Subdivision Code of Practice (COP).

A roading design statement has been provided within the PPG Infrastructure Report in accordance with Section 3.2.6 of the COP. The development area is categorised using Table 3.1 as:

- a) Land use: **live and play.**
- b) Area type: **suburban.**

I accept this assessment of the place and link context.

The subdivision plan is generally in accordance with the ODP with regard to road alignment and linkages. The one variation in the roading and access layout is that the intersection of Road 19 and Northlake Drive has been relocated approximately 60m to the east to accommodate an additional lot (Lot 195). This relocation means the intersection is on the inside of a bend, instead of on a straighter section of Northlake Drive. However, the CCL assessment of Stage 10 determined that there will still be sight distances in excess of 150m to the east and west, and the location is still appropriate and will not *"result in any adverse safety or efficient (sic) effects arising,"* as long as care is taken to ensure that visibility splays are protected if the berms are planted. I accept this assessment and recommendation. Splays have been provided on the lot boundaries where there are adjacent road intersections, except for Lots 287 & 310. The CCL report dated 30 July 2018 states that the provision (or not) of splays would have no effect upon sight lines for vehicles approaching Northlake Drive, and that the width of the berms provides ample space for provision of footpaths and servicing. I accept this expert assessment.

One side effect of relocating the connection of Road 19 and Northlake Drive is that the roading stub installed as part of Stages 8 & 9 for Road 19 will need to be relocated. The applicant has applied for a varied Engineering Acceptance for RM170361, and I understand that the issuing of this variation is forthcoming.

The legal widths and formations proposed for each road correspond to those within the ODP and Table 3.2 of the COP. The one variation is that there is no recessed parking on the east side of Road 18, due to the proposed vehicle crossing locations, which are constrained by the housing designs proposed for each lot. This has been accepted, on the proviso that it will not set a precedent for future lot and road designs within the Northlake area. The applicant has assured Council that this will not be the case, as the remainder of Road 18 will pass through a different Activity Area, which does not allow such high housing density and will therefore require longer lot frontages, which will allow the provision of recessed parking.

I recommend appropriate conditions to ensure that the roads are constructed in accordance with Council standards.

Access 12 is a narrow, no-exit lane with a relatively large rectangular turning head, to be vested in Council. The applicant has proposed to install six 90° parking spaces in the turning head, which will

be similar to those installed in Accesses 8 - 11 for Stages 8 & 9. The CCL assessment dated 3 October 2018 includes the following detail:



I am satisfied that this arrangement is acceptable, and keeps with the design of other culs-de-sac in the wider Northlake development. I recommend a condition that the detailed design of the cul-de-sac head be confirmed during Engineering Acceptance, including a hardstand at the intersection of Access 12 and Road 20 to allow for rubbish collection as a recycle/refuse collection vehicle will not be able to turn within the cul-de-sac head.

Road Lighting

No details of street lighting have been provided. I recommend a condition to ensure that subdivision street lighting is installed in accordance with Council's lighting policies and standards, consistent with that approved on the previous stages of subdivision.

Vehicle Crossings

CCL have reviewed the proposed lot layout in terms of Rule 14.2.4.2 of the QLDC District Plan. Figure 2 of that report shows vehicle crossing locations for each lot, which are constrained by the housing types available for future lot owners. In general, it is considered that compliant vehicle crossings are feasible with respect to length, gradient and breakover angles. One vehicle crossing is proposed per lot.

However, several of the vehicle crossings breach Site Standards 14.2.4.2(iv) and 14.2.4.2(vi) with regard to sight distances and setback distances from the vehicle crossings to an intersection. The vehicle crossings which do not comply with Site Standard 14.2.4.2(iv) are those for lots 195, 287 – 291, 294 – 303, 305, 306, and 308 – 310. The vehicle crossings which do not comply with Site Standard 14.2.4.2(vi) are those for lots 287, 291, 294, 303, 304, and 306 – 310. CCL has confirmed these breaches will not result in any adverse traffic-related effects due to the low traffic speeds and generally low traffic volumes. Although traffic volumes on Road 18 may be slightly understated (according to PPG this road will *'provide a main route through the future stages of Northlake and also provide one of the key links into the neighbouring Allenby Farms Limited development'*), I accept this assessment.

I recommend conditions that the design of the vehicle crossings be submitted to Council for Engineering Acceptance prior to commencing works, and that a vehicle crossing be installed to each lot prior to 224c certification.

Parking, Passing & Loading

CCL has assessed the proposal in terms of Rule 14.2.4.1 of the QLDC District Plan. The proposed house designs for the lots indicate that 2 off-street car parks will be available on each lot to meet District Plan requirements. Compliance with these requirements for each lot will be confirmed at the time of future development, but I am satisfied that each lot will have enough space to provide 2 parking compliant spaces. Reversing will be required for all lots onto the roading network, but this is permitted under the District Plan for local and collector roads.

The CCL report identifies a technical non-compliance with respect to Site Standard 14.2.4.1(vi), as this rule requires the design to be in accordance with NZS4404:2004, rather than the QLDC COP. Use of the QLDC COP is accepted by QLDC, and I am satisfied that this breach will not result in any adverse traffic outcomes.

Section 3.3.2.4 of the COP requires that parking on carriageways with a width of less than 7.2m shall be restricted to one side of the carriageway and appropriate road markings installed to ensure this. I recommend that the roading design submitted for Engineering Acceptance include the provision of No Stopping At All Times road markings on one side of Roads 19 & 20, and Access 12.

EARTHWORKS

RM171190 Land Use Consent was granted 13 February 2018 for all earthworks associated with Stage 10 (and other future stages to the north). The earthworks have been included with this application as the existing ground levels are being altered and therefore the post-subdivision ground becomes the new ground level (in accordance with the District Plan definition of ground level).

The proposed earthworks are a small sub-set of the works approved under RM171190, with some minor amendments to the lot layout have been undertaken since the decision was issued.

I accept Council's engineer's assessment for RM171190 that the earthworks are feasible, and I recommend that similar conditions be imposed on this consent.

SERVICES

Existing

No Council mains are located within the limits of the subdivision as shown on the Council GIS. The Engineering Acceptance documents for RM170361 show that stub connections for potable water and wastewater will be installed at the southern end of Road 18 as part of the works for that subdivision. Stormwater is to be reticulated from the proposed subdivision into an existing swale on the southern side of Northlake Drive. These are discussed further in the relevant sections below.

Potable Water

The subdivision is within the Wanaka Pressure Zone supplied from Brecon Point Reservoir.

The following water modelling reports are considered relevant to the current subdivision proposal:

- *'Northlake Developments Water Supply Modelling,'* prepared by Tonkin + Taylor (T+T). T+T job number 50553.324, dated 10 February 2016. Submitted with ODP application RM160152.
- *'Northlake Development Stages 1-14,'* prepared by Watershed Engineering (WSE). Dated 31 August 2017. Submitted with the current application.

These reports (and a subsequent conversation with an engineer from Council's Infrastructure team) confirm that there is adequate capacity within the water network for up to Stage 14 of Northlake.

I am therefore satisfied that adequate water supply can be provided to the subdivision, and I recommend a condition that all lots be provided with a connection prior to 224c certification.

Fire-Fighting

As above. The water modelling previously undertaken includes provision for a fire water classification of FW2 in the residential areas of Stages 1-14.

To ensure the proposed hydrants are correctly located and installed I recommend that detailed design plans be submitted to Council for Engineering Acceptance prior to the commencement of works.

Wastewater

Similarly to potable water, Council's Infrastructure team has confirmed that there is adequate capacity within Council's reticulated wastewater network for Northlake Stages 1-14. I recommend a condition that a wastewater connection be provided to each lot prior to 224c certification.

Stormwater

The applicant is proposing a reticulated stormwater network to connect the proposed roading and lots to the existing reticulated networks constructed during previous stages of Northlake. The Fluent Solutions report *'Northlake Drive Swale, Stormwater Hydrology and Hydraulic Design Report'* (Rev 6, dated 14 May 2018, Fluent job no Q000335) demonstrates that the overall stormwater network was designed with the development of Stage 10 in mind. I accept this assessment, and am satisfied that appropriate stormwater disposal from Stage 10 will be feasible.

I recommend a condition that an appropriate stormwater network be installed prior to 224c certification, including provision for flows coming from upstream.

Power & Telecommunications

The applicant has provided letters from PowerNet and Chorus confirming that power and telecommunications connections can be made for the subdivision. I recommend appropriate conditions that these connections be made prior to 224c certification.

HAZARDS

The site has the following hazard classifications:

- LIC1 – Liquefaction

The report provided for RM171190 for the bulk earthworks at the site (*'Geotechnical Report, Northlake Subdivision – Subzone Areas B2, B3 and C1, Outlet Road, Wanaka,'* prepared by GeoSolve Ltd. Dated August 2017, reference 170372) confirms that there will be no liquefaction risk at the site due to the depth to groundwater. I accept this assessment, and I make no recommendations with regard to hazards.

CONSENT NOTICES / COVENANTS

There are no relevant consent notices on the lot's title. The decision for RM180415 contains a consent notice condition with regard to foundation design within 4m of slopes exceeding 1(v) in 4(H). I am satisfied that this condition will carry down to the new titles created.

I make no recommendations for new consent notices.

OTHER MATTERS FOR CONSIDERATION

Project Information

I recommend a condition that the applicant provide the name of their Engineering Representative to Council prior to works commencing.

I recommend a condition that the applicant provide a traffic management plan to Council for approval prior to works commencing.

I recommend a condition that the applicant provide as-builts of all new services to Council prior to 224c certification.

Title Plan

I recommend a condition that all necessary easements are granted or reserved.

I recommend a condition that all road names be shown on the title plan.

As the subject lot is amalgamated with Lot 66 DP 371470, I recommend that a condition that the following be registered with LINZ:

- *"That Lot 2006 hereon & Lot 66 DP 371470 be held in the same Computer Freehold Register"*

Development Contributions

I recommend an advice note with regard to the need to pay Development Contributions for this subdivision.

RECOMMENDED CONDITIONS

It is recommended that the following conditions are included in the consent decision:

General

1. All engineering works shall be carried out in accordance with the Queenstown Lakes District Council's policies and standards, being QLDC's Land Development and Subdivision Code of Practice adopted on 3rd May 2018 and subsequent amendments to that document up to the date of issue of any resource consent.

Note: The current standards are available on Council's website via the following link:

<http://www.qldc.govt.nz>

To be completed prior to the commencement of any works on-site

2. The owner of the land being developed shall provide a letter to the Manager of Resource Management Engineering at Council advising who their representative is for the design and execution of the engineering works and construction works required in association with this development and shall confirm that these representatives will be responsible for all aspects of the works covered under Sections 1.7 & 1.8 of QLDC's Land Development and Subdivision Code of Practice, in relation to this development.
3. At least 5 working days prior to commencing work on site the consent holder shall advise the Manager of Resource Management Engineering at Council of the scheduled start date of physical works. Compliance with the prior to commencement of works conditions detailed in Conditions **(4-8)** below shall be demonstrated.
4. At least 7 days prior to commencing excavations, the consent holder shall provide the Manager of Resource Management Engineering at Council with the name of a suitably qualified professional as defined in Section 1.7 of QLDC's Land Development and Subdivision Code of Practice who is familiar with the Geosolve Limited Report Ref: 170372 dated August 2017 who shall supervise the excavation and filling procedure and ensure compliance with NZS 4431:1989 and Schedule 2A requirements of Condition **(17j)** below. Should the site conditions be found unsuitable for the proposed excavation/construction methods, then a suitably qualified and experienced engineer shall submit to the Manager of Resource Management Engineering at Council new designs/work methodologies for the works prior to further work being undertaken. With the exception of any necessary works required to stabilise the site in the interim.
5. Prior to commencing works on site, the consent holder shall submit a traffic management plan to the Road Corridor Engineer at Council for approval. The Traffic Management Plan shall be prepared by a Site Traffic Management Supervisor. All contractors obligated to implement temporary traffic management plans shall employ a qualified STMS on site. The STMS shall implement the Traffic Management Plan. A copy of the approved plan shall be submitted to the Manager of Resource Management Engineering at Council prior to works commencing.
6. Prior to commencing earthworks on the site the consent holder shall install a construction vehicle crossing, which all construction traffic shall use to enter and exit the site. The minimum standard for this crossing shall be a minimum compacted depth of 150mm AP65 metal that extends 20m into the site at the proposed location from Outlet Road shown on the Paterson Pitts Group "Preliminary Site Management Plan for Bulk Earthworks" Ref: W4481-7 012, Sheet 106, dated 02/03/2016.
7. The consent holder shall submit a construction Site Management Plan to the Manager of Resource Management Engineering at Council for 'Engineering Review and Acceptance'. This shall detail measures to control and or mitigate any dust, silt run-off and sedimentation that may occur, in accordance with (but not limited to) the QLDC's Land Development and Subdivision Code of Practice and 'A Guide to Earthworks in the Queenstown Lakes District' brochure, prepared by the Queenstown Lakes District Council and the Site Management Plan submitted with the application for RM171190 (prepared by Paterson Pitts Group, PPG ref W5431, dated October 2017). These reviewed measures shall be implemented prior to the commencement of any earthworks on site and shall remain in place for the duration of the project until exposed areas of earth are permanently stabilised. In addition the measures shall include, but not be limited to, the following:

Dust Control

- Sprinklers, water carts or other similar measures shall be utilised on all materials to prevent dust nuisance in the instance of ANY conditions whereby dust may be generated.
- Procedures during and after high wind events.

Stormwater, Silt and Sediment Control

- Silt and sedimentation controls and on-going management techniques including necessary calculations and documentation to demonstrate adequate storage and ensure removal of sediment, contaminants and debris prior to discharge.
- Site drainage paths shall be constructed and utilised to keep any silt laden materials on site and to direct the flows to the silt traps.
- Stormwater flows into the site from neighbouring lots shall be managed during earthworks.
- Procedures during high rainfall events.
- Silt traps shall be replaced or maintained as necessary to assure that they are effective in their purpose.
- The principal contractor shall take proactive measures in stopping all sediment laden stormwater from leaving the site. The principal contractor shall recognise that this may be above and beyond conditions outlined in this consent.

Roading Maintenance

- Procedures for ensuring debris is not deposited on surrounding roads or land.

Traffic Management

- An approved traffic management plan.
- Safe sight distances and passing provisions shall be maintained.

Site Management

- Identification of any stockpile areas and management of those stockpiles both short term and long.
- Hours of activity.
- Construction methodology.

The measures outlined in this condition are minimum required measures only. The principal contractor shall take proactive measures in all aspects of the site's management to assure that virtually no effects are realised with respect to effects on the environment, local communities or traffic. **The principal contractor shall recognise that this may be above and beyond conditions outlined in this consent.**

8. Prior to commencing works on the site, the consent holder shall obtain 'Engineering Review and Certification' from the Queenstown Lakes District Council for development works to be undertaken and information requirements specified below. The application shall include all development items unless a 'partial' review approach has been approved in writing by the Manager of Resource Management Engineering at Council. The 'Engineering Review and Acceptance' application(s) shall be submitted to the Manager of Resource Management Engineering at Council and shall include copies of all specifications, calculations, design plans and Schedule 1A design certificates as is considered by Council to be both necessary and adequate, in accordance with Condition (1), to detail the following requirements:
 - a) The provision of a water supply to Lots 195 & 287 – 310 in terms of Council's standards and connection policy. This shall include an Acuflo GM900 as the toby valve and an approved water meter as detailed in QLDC Water Meter Policy (Appendix A), dated June 2017. The costs of the connections shall be borne by the consent holder.
 - b) The provision of a foul sewer connection from Lots 195 & 287 – 310 to Council's reticulated sewerage system in accordance with Council's standards and connection policy, which shall be able to drain the buildable area within each lot. The costs of the connections shall be borne by the consent holder.
 - c) The provision of a stormwater collection and disposal system which shall provide both primary and secondary protection for future development within Lots 195 & 287 – 310, in accordance with Council's standards and connection policy. This shall include:
 - i) A reticulated primary system to collect and dispose of stormwater from all potential impervious areas within each lot to the Council reticulated or open channel stormwater disposal system. The individual lateral connections shall be designed to provide gravity drainage for the entire area within each lot; and
 - ii) A secondary protection system consisting of secondary flow paths to cater for the 1% AEP storm event and/or setting of appropriate building floor levels to ensure that there is no inundation of any buildable areas within the lots, and no increase in run-off onto land beyond the site from the pre-development situation.

- iii) Adequate capacity in the stormwater mains running through the site to convey all upstream stormwater flows
- d) The provision of fire hydrants with adequate pressure and flow to service the development with a minimum Class FW2 fire fighting water supply in accordance with the NZ Fire Service Code of Practice for Firefighting Water Supplies SNZ PAS 4509:2008(or superseding standard). Any alternative solution must be approved in writing by the Area Manager for the Central North Otago branch of the New Zealand Fire Service.
- e) The provision of a sealed vehicle crossing that shall be constructed to Lots 195 & 287 – 310 to Council's standards.
- f) The provision of road lighting in accordance with Council's road lighting policies and standards, including the *Southern Light* lighting strategy. Any road lighting installed on private roads/rights of way/access lots shall be privately maintained and all operating costs shall be the responsibility of the lots serviced by such access roads. Any lights installed on private roads/rights of way/access lots shall be isolated from the Council's lighting network circuits.
- g) The formation of roads 18 – 20 and access 12, in accordance with Council's standards. This shall include the following:
 - i. Provision for stormwater disposal from the carriageway.
 - ii. Road 18 shall be formed to a figure E13 standard.
 - iii. Roads 19 & 20 shall be formed to a figure E12 standard.
 - iv. Access 12 shall be formed to a figure E11 standard.
 - v. No stopping restrictions shall be provided in accordance with Section 3.3.2.4 of the Code of Practice.
 - vi. Access 12 shall be designed to provide either:
 - A. Manoeuvring for a rubbish collection vehicle (8m rigid truck, 10m turning radius) and shall be suitably marked to maintain access along the carriageway and prevent parking from blocking the turning area; or
 - B. A rubbish collection area shall be provided that is acceptable to Council and ensures that:
 - A defined area is made available for the collection of refuse and recycling.
 - Any road safety issues arising from the proposal are examined through the road safety audit process and are confirmed by a suitably qualified traffic engineer as being safe.
 - Confirmation is provided regarding the impact on surrounding lots to ensure access locations are not impinged upon by the storage area.
 - vii. The areas required for the turning head at the southern end of access 12 shall have clear markings and/or signage to ensure that no vehicles stop in the turning head except in the allocated parking spaces.
- h) The formation of the intersections of Roads 18 & 19 with Northlake Drive and all internal intersections, in accordance with the latest Austroads intersection design guides. These designs shall be subject to review and acceptance by Council with any associated costs met by the consent holder.
- i) The provision of Design Certificates for all engineering works associated with this subdivision submitted by a suitably qualified design professional (for clarification this shall include all Roads, Water, Wastewater and Stormwater reticulation). The certificates shall be in the format of the QLDC's Land Development and Subdivision Code of Practice Schedule 1A Certificate.

To be monitored throughout earthworks

- 9. The consent holder shall install measures to control and/or mitigate any dust, silt run-off and sedimentation that may occur, in accordance with the SMP that has been certified under Condition (7). The operational effectiveness and efficiency of all dust, erosion and sediment

control measures shall be maintained throughout the duration of the earthworks activity, or until the site is permanently stabilised against dust and erosion. A record of any maintenance work shall be kept and be supplied to the Principal Enforcement Officer at Council on request.

Advice Note: As a guide, maintenance of the erosion and sediment control measures should seek to ensure that the accumulated sediment be removed from sediment retention devices prior to reaching 20% live storage capacity. Sediment removed from treatment devices should be placed on stable ground where it cannot re-enter the device or be washed into any watercourse.

Where maintenance work is required to ensure the effectiveness of these erosion and sediment control measures, the record should include the date, time and details on the nature of any maintenance. The site manager (or equivalent) will need to ensure regular inspections of these measures, and particularly within 24 hours after any rainstorm event.

Where it is identified that dust, erosion and sediment control measure have become ineffective and maintenance/alteration/additional measures are required, the Principal Resource Management Monitoring at Council shall be contacted.

10. The earthworks, temporary batter slopes, batter slopes and site management shall be undertaken in accordance with the following:

- Geosolve Limited recommendations as outlined in their report Ref: 170372 "Geotechnical Report, Northlake Subdivision – Subzone Areas B2, B3 and C1, Outlet Road, Wanaka" dated August 2017;
- The detailed site management plan with construction methodology that has been reviewed and accepted under Condition (7) above.

11. Within ten (10) working days following implementation and completion of the specific erosion and sediment control works referred to in Condition (7) above, and prior to the commencement of earthworks activity on the subject site, a suitably qualified engineering professional shall provide written certification that the erosion and sediment control measures have been constructed and completed in accordance with the approved SMP to the Principal Enforcement Officer at Council. Written certification shall be in the form of a report or any other form acceptable to the council.

Advice note: Certification of the sediment and erosion control structure(s) required by this condition should contain sufficient details to address the following matters:

- *Details on the contributing catchment area*
- *Retention volume of structure (dead storage and live storage measured to the top of the primary spillway)*
- *Dimensions and shape of structure*
- *Position of inlets/outlets*
- *Details regarding the stabilisation of the structure*

12. The consent holder shall implement suitable measures to prevent deposition of any debris on surrounding roads by vehicles moving to and from the site. In the event that any material is deposited on any roads, the consent holder shall take immediate action, at his/her expense, to clean the roads. The loading and stockpiling of earth and other materials shall be confined to the subject site.

13. All machinery associated with the earthworks activity shall be operated in a way, which ensures that spillages of hazardous substance such as fuel, oil, grout, concrete products and any contaminants are prevented.

Advice Note: Refuelling and lubrication activities associated with earthworks machinery should be carried out away from any water body and stormwater management measures so that spillage that does occur can be contained and does not enter the water body or stormwater management measures.

To be completed before Council approval of the Survey Plan

14. Prior to the Council signing the Survey Plan pursuant to Section 223 of the Resource Management Act 1991, the consent holder shall complete the following:

- a) All necessary easements shall be shown in the Memorandum of Easements attached to the Survey Plan and shall be duly granted or reserved. This shall include any Easements in Gross as required by Council for infrastructure to vest. Requirements for vested infrastructure and Easements in Gross shall be agreed with Council prior to Engineering Acceptance.
- b) The names of all roads, private roads & private ways which require naming in accordance with Council's road naming policy shall be shown on the survey plan.

[Note: the road naming application should be submitted to Council prior to the application for the section 223 certificate]

Amalgamation Condition

15. The following shall be registered with Land Information New Zealand (CSN **XXXXXX**):

- *"That Lot 2006 hereon & Lot 66 DP 371470 be held in the same Computer Freehold Register"*

To be completed before issue of the s224(c) certificate

16. Prior to certification pursuant to section 224(c) of the Resource Management Act 1991, the consent holder shall complete the following:

- a) The submission of 'as-built' plans and information required to detail all engineering works completed in relation to or in association with this subdivision at the consent holder's cost. This information shall be formatted in accordance with Council's 'as-built' standards and shall include all Roads (including right of ways and access lots), Water, Wastewater and Stormwater reticulation (including private laterals and toby positions).
- b) The completion and implementation of all works detailed in Condition **(8)** above.
- c) An Elster PSM V100 or Sensus 620 water meter shall be provided to Council's maintenance contractor Veolia for Lots 195 & 287 – 310, and evidence of supply shall be provided to Council's Subdivision Inspector as per condition **7a)** above.
- d) Written confirmation shall be provided from the electricity network supplier responsible for the area, that provision of an underground electricity supply has been made available (minimum supply of single phase 15kva capacity) to the boundary of all saleable lots created and that all the network supplier's requirements for making such means of supply available have been met.
- e) Written confirmation shall be provided from the telecommunications network supplier responsible for the area, that provision of underground telephone services has been made available to the boundary of all saleable lots created and that all the network supplier's requirements for making such means of supply available have been met.
- f) The submission of Completion Certificates from the Contractor and the Engineer advised in Condition **(2)** for all engineering works completed in relation to or in association with this subdivision (for clarification this shall include all Roads, Water, Wastewater and Stormwater reticulation). The certificates shall be in the format of a Producer Statement, or the QLDC's Land Development and Subdivision Code of Practice Schedule 1B and 1C Certificate.
- g) All newly constructed foul sewer and stormwater mains shall be subject to a closed circuit television (CCTV) inspection carried out in accordance with the New Zealand Pipe Inspection Manual. A pan tilt camera shall be used and lateral connections shall be inspected from inside the main. The CCTV shall be completed and reviewed by Council before any surface sealing.
- h) All signage shall be installed in accordance with Council's signage specifications and all necessary road markings completed on all public or private roads (if any), created by this subdivision.
- i) Road naming shall be carried out, and signs installed, in accordance with Council's road naming policy.
- j) All earthworks, geotechnical investigations and fill certification shall be carried out under the guidance of suitably qualified and experienced geotechnical professional as described in Section 2 of the Queenstown Lakes District Council's Land Development and Subdivision

Code of Practice. At the completion of onsite earthworks the geo-professional shall incorporate the results of ground bearing test results for each residential allotment within the subdivision regardless of whether affected by development cut and fill earthworks and include the issue of a Geotechnical Completion Report and Schedule 2A certificate covering all lots within the subdivision, with the Schedule 2A certification including a statement under Clause 3(e) covering Section 106 of the Resource Management Act 1991. In the event the Schedule 2A includes limitations or remedial works against any lot(s) the Schedule 2A shall also include a geotechnical summary table identifying requirements against each relevant lot in the subdivision for reference by future lot owners. Any remedial works outlined on the Schedule 2A that requires works across lot boundaries shall be undertaken by the consent holder prior to 224(c) certification being issued.

- k) All earth worked and/or exposed areas created as part of the subdivision shall be top-soiled and grassed, revegetated, or otherwise stabilised.
- l) The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent.

Ongoing Conditions/Consent Notices

- 5. The following conditions of the consent shall be complied with in perpetuity and shall be registered on the relevant Titles by way of Consent Notice pursuant to s.221 of the Act.
 - a) In the event that the Schedule 2A certificate issued under Condition (17j) contains limitations or remedial works required, then a consent notice shall be registered on the relevant Computer Freehold Registers detailing requirements for the lot owner(s).
 - b) A consent notice condition pursuant to s.221 of the Resource Management Act 1991 shall be registered on the Computer Freehold Register for the relevant lots providing for the performance of any ongoing requirements for protection of secondary flow paths or minimum floor levels for buildings, where deemed necessary by Council to satisfy Condition 8(c)(ii) above. The final wording of the consent notice instrument shall be checked and approved by the Council's solicitors at the consent holder's expense prior to registration to ensure that all of the Council's interests and liabilities are adequately protected.

Advice Note:

- 1. This consent triggers a requirement for Development Contributions, please see the attached information sheet for more details on when a development contribution is triggered and when it is payable. For further information please contact the DCN Officer at QLDC.

Prepared by:



Cameron Jones
LAND DEVELOPMENT ENGINEER

Reviewed by:



Lyn Overton
SENIOR LAND DEVELOPMENT ENGINEER

APPENDIX 2 - URBAN DESIGN COMMENT

From: Tim Church [mailto:tim.church@boffamiskell.co.nz]
Sent: Wednesday, 15 August 2018 8:08 PM
To: Sarah Gathercole <sarah.gathercole@qldc.govt.nz>
Subject: RE: RM180795 - Northlake Investments Limited - Lot 2002

Hi Sarah

QLDC has requested Urban Design comments on the suitability of the design response of Lot 2002 to the provisions within rules 15.2.3.3(xi), 15.2.6.4, 15.2.7.2 (i.e. size of lots, cul-de-sac, 1 additional lot and different arrangement to approved ODP). Please find our assessment below for your and the applicant's consideration:

Rule 15.2.3.3(xi)

Overall, the subdivision is consistent with Activity Area D1 in the Northlake Structure Plan. We note that the Structure Plan shows (refer to screenshot below) an indicative walkway / cycle link along the activity area boundary and the Applicant's email response indicates that this has been provided for on the western most connecting road.



We recognise that the ODP is intended to be indicative and that some deviations will be necessary and indeed desirable through the design process. However, what we are conscious that the overarching masterplanning principles, which have informed the overall form and character, must be appropriately considered and rationale for any changes provided. While a small change might not appear fundamental, if it is repeated elsewhere and/or sets a precedent, the visual and physical connectivity of the ODP could be eroded. To this end, the extent to which the subdivision is consistent with the ODP is considered as follows:

- The pedestrian/cycle route included in the ODP is incorporated in the subdivision plan which is good. However, it is important to ensure a clear, safe and accessible pedestrian/cycle route is prioritised in the design of this cul-de-sac, including the connection across the stormwater reserve and Northlake Drive (refer to screenshot below). We understand the cul-de-sac enlargement is to accommodate engineering requirements around parking and manoeuvring. Nevertheless, it is integral to the plan that active transport modes are prioritised in the design (e.g. shared space approach). It is recommended further landscape design drawings or consent conditions are provided by the Applicant to ensure this will be achieved.



- Northlake Drive is the primary connector east-west for vehicles and as a walkway connection. Given its scale and role, it has the potential to create a divider between the north and the south. The ODP creates clear visual sightlines and physical connections, which cohesively integrate opposite blocks. The alignment of roads and connections north-south across Northlake Drive appears fundamental to the ODP, as they mitigate the risk of Northlake Drive becoming a barrier, potentially severing the community. Realigning Road 19 changes the view and connection from a direct and clear connection along the street network's long view, to one which terminates at the Northlake Drive reserve space with the view of rear lots fencelines and/or a side elevation of a corner dwelling.



- The character and function of the reserve open space is also impacted with the realignment of Road 19. The open space changes from providing a very local, contained and protected neighbourhood green (as per those along the southern side of Northlake Drive) in the ODP, to feeling more like of an extension of the east-west Northlake Drive reserve space, which is larger and more exposed.

- The two lots which front Northlake Drive in the ODP perform an important role for the block, the Drive and the open space. Further to the points noted above, these lots and the houses will help to contain the open space and also ensure Northlake Drive feels part of an overall masterplan and not just a thoroughfare. We support retaining the alignment of these two lots. Vehicle access from Road 19 would be achievable via a shared driveway given the depth of the lots. Typologies should be chosen to reflect their prominent position and the scale of Northlake Drive.

Overall, we consider that the deviation from the ODP proposed would could undermine the Northlake character and integration, which is built around creating and emphasising long views, well connected streets and neighbourhoods and perimeter housing around small, local open spaces.

Rule 15.2.6.4, 15.2.7.2

Lot size and dimensions (size of lots, cul-de-sac, 1 additional lot and different arrangement to approved ODP).

We note there is no minimum lot size in Activity Area D1 to adhere to. The primary considerations when reviewing the breaches of the setbacks on the lots is what impact it will have on both the occupants and also the streetscape. The combination of the additional lot 195 and the widening of the cul-de-sac access seems to have been offset by the realignment of the road which has increased the block and the open space size. These changes in the proposal has meant that the lot sizes have not changed significantly. However, it is important to note our comments on the realignment is noted above.

Dwellings on the corner lots (310, 306, 303, 299, 298, 294, 291 and 287) are the most prominent lots and will likely breach the minimum setback distances. While we do not consider small breaches of the minimum setbacks (1.5m internal and 3m road boundary) a significant issue, it is critical typologies are selected that prioritise amenity, privacy and solar gain for occupants whilst maintaining a good quality streetscape. To this end, the following key considerations are regarded as critical and typologies should be selected that respond accordingly:

- Prominent sites, including those noted above and the lots fronting the pedestrian/cycle connection, should ensure the front doors are clearly visible and face the street; the driveway and/or garages do not dominate the frontage; and the service areas are screened.
- Typologies should relate and reflect the scale of the street or access (e.g. lots fronting Northlake Drive would preferably be two-story to reflect the scale of the road corridor and open space).
- Solar gain for outdoor spaces with direct access to the dwelling (e.g. optimising indoor/outdoor flow) should be prioritised over a minor breach to the minimum road boundary setback.
- Landscape and fencing treatments are important and the design guide should continue to be adhered to in this respect.

With regards typologies, the two storey typologies Idaburn (I), Birchwood (B) and Domett (D) with garages and front doors facing the street would work well for the corner sites given the extra height. The front doors should front the corner, rather than the garage, so the orientation is obviously important.

The Creighton (C) is a two-story typology that includes a garage at the front, but the front door is located down a side path. This model could work well for Lot 306, 299 and 294, and also the lots that face Northlake Drive in the ODP version, as the front door on the side boundary can face the street or open space.

Typologies E, F, G, H and J are single-story and have a garage and front door facing the street. Given their scale, we would suggest they are less suited to the corner sites and the Northlake Drive fronting sites.

Overall, we suggest the realignment of Road 19 has an adverse impact on Lot 2002, and will likely impact on the cohesiveness of the ODP. It is difficult to assess the impact of the setback breaches. Careful consideration of typologies should be made in relation to the affected lots to mitigate any urban design and amenity impacts. We would recommend conditions of consent are considered in order to achieve this, whether this be through corner certification or otherwise. We consider the corner lot certification criteria are an appropriate mechanism for reviewing the key sites indicated above.

If you have any further queries, please do not hesitate to call.

Thanks
Tim

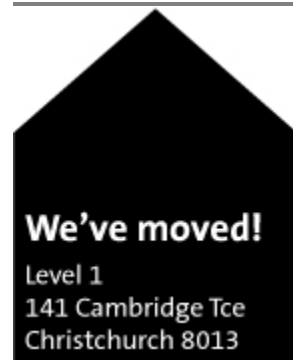


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APPENDIX 3 - PARKS AND RESERVES COMMENT

PARKS & RESERVES REPORT

TO: Sarah Gathercole

FROM: Aaron Burt

DATE: 2 July 2018

APPLICATION DETAILS	
REFERENCE	RM180795
APPLICANT	Northlake Investments Limited
APPLICATION TYPE & DESCRIPTION	Subdivision to create 25 residential lots and two reserve lots, associated access, servicing, earthworks, and breaches to transport standards and road boundary setback
ADDRESS	Outlet Road, Wanaka
ZONING	Northlake Special Zone (Activity Area D1)
SITE AREA	96.5ha
ACTIVITY STATUS	Restricted Discretionary
VALUATION NUMBER	2905100740

Council (full) endorsed the vesting of the proposed Local Purpose (Drainage & Recreation) Reserves 13 (Lot 1030, 2285m²) and 14 (Lot 1029, 1970m²) of the Northlake Development, on 13 July 2016.

The Local Purpose (Drainage and Recreation) Reserves, are to have a dual purpose of stormwater attenuation and recreational use.

The endorsement to vest was subject to the following criteria, and works to be undertaken at the developer's expense:

- a) Northlake Investments Limited registering a fencing covenant under Section 6 of the Fencing Act 1978 on the reserves to vest in QLDC to protect the Council from liability to contribute towards any work on a fence between a public reserve vested in or administered by the Council and any adjoining land;
- b) A five-year maintenance period by Northlake Investments Limited commencing from receiving s224 certificate for the reserves included within each stage of proposed subdivision; and
- c) A developer's agreement under section 207A of the Local Government Act 2002 Amendment Act 2014 detailing the stormwater operation and maintenance conditions of the reserves for the five-year period, and the condition of the reserves at end of the maintenance period, shall be provided by Northlake Investments Limited and approved by the Chief Engineer and Parks and Reserves Planning Manager.

Having regard to the above, it is appropriate that conditions to be imposed upon any grant of consent ensure the following.

Recommended Conditions

To be completed prior to the commencement of any works on-site

- 1) Prior to the commencement of any works under this consent on the site, the consent holder shall first provide detailed landscape plans and design specifications by a suitably qualified Landscape Architect to be certified by the Queenstown Lakes District Council's Parks Planning Manager as achieving the following:

- a) All works shall meet Part 7: Landscape of QLDC's Land Development and Subdivision Code of Practice adopted on 3rd June 2015 and subsequent amendments to that document up to the date of issue of any resource consent.

*Note: The current standards are available on Council's website via the following link:
<http://www.qldc.govt.nz>*

- b) Ensure that areas of reserve exclude any areas of road.
- c) Details of landscape trees and plants that includes the species, size and location.
- d) Irrigation plan showing how trees are to be irrigated
- e) Tree pit details showing root ball treatment and staking
- g) Ensure that all batter slopes and mounds are to a gradient not exceeding 1:5 when measured across any point to ensure that all slopes are mowable. This will require that plans clearly demonstrate that this gradient will not be exceeded.
- h) Path width, material and construction details so that all tracks achieve a grade 2 standard as set out in standards <http://www.qldc.govt.nz/assets/Uploads/Council-Documents/Parks-Planning-Documents/QLDC-Cycle-Trail-Track-Design-Standard-2016.pdf>
- i) Detail of stormwater soak pits/detention areas, including planting, maintenance and confirmation that the surrounding areas can be easily mown.
- j) Details and locations for any other proposed assets, such as park seats, irrigation and fencing.
- k) Maintenance requirements
- l) A potable water supply point to be provided to the boundary of reserve lots.

No works may be undertaken upon the site until the plan has been certified.

Advice Note: The Consent Holder is welcome to seek guidance from the Parks Planning Manager when preparing the landscape plan. This may facilitate certification if any matters of concern are addressed. Street Tree Planting Guidelines are available on request from the QLDC Arborist.

The Consent Holder should also be aware that the certification or acceptance of any landscape plan does not remove the requirement to obtain Council approval for vesting of reserve areas.

To be completed before issue of the s224(c) certificate

- x. The Consent Holder shall obtain a Full Council decision confirming that all areas of reserve have been formally agreed to be vested. For reference, the vesting was considered by Council on 13 July 2016.
- x. The completion and implementation of the landscaping and requirements detailed in Condition X above.
- x. The Consent Holder shall enter into a maintenance agreement under S207A of the Local Government Act 2002 Amendment Act, with the QLDC (Parks and Reserves), with the obligation being upon the Consent Holder to fulfil the requirements detailed in (i) to (iv) below. The maintenance period shall be five years from any issue of 224(c):
 - (i) All new assets, including irrigation and fencing, shall be kept in good working order and be free of defects or disrepair.
 - (ii) Trees and vegetation shall be irrigated and maintained to an acceptable standard as specified by QLDC Parks and Reserves Planning team. It shall be the responsibility of

the consent holder to ensure that any new plantings, as shown on the approved landscape plans, that die or decline at any time over the 5-year maintenance period following the initial planting shall be replaced. The replacement plants shall be of the same species, grade and size as the original specimens and planted no later than the following planting season or as instructed by QLDC.

(iii) The vested Local Purpose (Drainage and Recreation) Reserve shall be kept in a tidy condition and shall be free of litter and refuse.

(iv) Health and safety plans shall be provided for all non-QLDC approved contractors undertaking maintenance in the reserves or road reserves.

Ongoing Conditions/Consent Notices

x. The following conditions of the consent shall be complied with in perpetuity and shall be registered on the relevant Title, by way of Consent Notice pursuant to s.221 of the Act.

(i) All boundary fences along or adjoining any areas of reserve shall be no greater than 1.2 metres in height and shall be no less than 50% visually permeable.

Covenant

x. The Consent Holder shall ensure that a fencing Covenant, required under s6 of the Fencing Act 1978, is registered on all land to ensure that any reserves to vest in QLDC are protected and that Council has no liability to contribute towards any work on a fence between a public reserve vested in or administered by the Council and any adjoining land.

Prepared by:



Aaron Burt
SENIOR PLANNER: PARKS & RESERVES

APPENDIX 4 - ASSESSMENT MATTERS

12.34.5 Assessment Matters

12.34.5.1 General

- (a) The following Assessment Matters are methods included in the District Plan in order to enable the Council to implement the Plan's policies and fulfill its functions and duties under the Act.
- (b) In considering resource consents for land use activities, in addition to the applicable provisions of the Act, the Council shall apply the relevant Assessment Matters set out in Rule 12.34.5.2 below.
- (c) In the case of Controlled, Restricted Discretionary and Discretionary Activities, where the exercise of the Council's discretion is restricted to the matter(s) specified in a particular standard(s) only, the assessment matters taken into account shall only be those relevant to that/these standard(s).
- (d) In the case of Controlled Activities, the assessment matters shall only apply in respect to conditions that may be imposed on a consent.
- (e) Where an activity is a Discretionary Activity because it does not comply with one or more relevant Site Standards, but is also specified as a *Controlled Activity* in respect of other matter(s), the Council shall also apply the relevant assessment matters for the Controlled Activity when considering the imposition of conditions on any consent to the discretionary activity.

12.34.5.2 Assessment Matters

In considering whether or not to grant consent or impose conditions, the Council shall have regard to, but shall not be limited by, the following assessment matters:

- i. **Controlled Activity Consent – Buildings in Activity Area A (Rule 12.34.2.2.i)**
 - (a) The extent to which the location of buildings and associated earthworks and landscaping breaks the line and form of the landscape with special regard to skylines, ridges, hills and prominent slopes.
 - (b) The extent to which roof and wall colours are recessive and will not stand out against the surrounding background.
- ii. **Controlled Activity Consent – Buildings in Activity Areas C1 to C4 (Rule 12.34.2.2.ii)**
 - (a) The extent to which designs contribute to a coherent neighbourhood theme, utilising gabled roof forms and materials such as stone, shingles, natural timber, plaster and weather boards
 - (b) The extent to which controls on the design and location of accessways and earthworks may be appropriate to mitigate the visual effects resulting from modifications to the landform
 - (c) The extent to which roof and wall colours are in the range of dark greys, browns and blacks
- iii. **Restricted Discretionary Activity – Residential Activities in any of Activity Areas B1 to B5 and C1 to C4 (Rule 12.34.2.3.i) and Residential, Visitor Accommodation, Commercial, Retail and Community Activities and Retirement Villages in Activity Area D1 (Rule 12.34.2.3.ii)**
 - (a) In regard to **indicative subdivision design**
 - (i) Whether the street blocks are designed to be walkable. Where practical within Activity Areas B1 – B5 in particular, block sizes larger than 1.5 ha and block lengths (between intersections, not including rear service lanes) longer than 200m are discouraged.

- (ii) The extent to which the subdivision layout minimises, as far as practical, the number of rear sites that do not front the street.
 - (iii) The extent to which the subdivision design responds positively to the underlying topography and landscape characteristics.
 - (iv) Whether the street and lot configuration is likely to encourage house orientations that maximise solar gain. North-south street orientations and grid road designs that promote connectivity are encouraged to support such a lot configuration. designs that promote connectivity are encouraged to support such a lot configuration.
 - (v) Whether proposed open spaces and walkways are likely to feel safe, including through benefiting from passive surveillance from surrounding uses.
 - (vi) Whether the edges of the Activity Area are designed to relate to the adjoining land, and provide for potential road and pedestrian or cycle connections to adjoining land.
- (b) In regard to **roading pattern and vehicle access arrangements**
- (i) Whether the roading pattern realises opportunities to connect streets. Where practical, cul-de-sacs, except those that are short and straight, should be avoided.
 - (ii) The extent to which a grid road design with vehicle or pedestrian connections, particularly within Activity Areas B1 – B5 and D1 is utilised to promote connectivity and to avoid a conventional suburban design with unnecessarily meandering road forms. Curved roads that respond positively to landforms and topography are acceptable, provided these are well-connected.
 - (iii) The extent to which the roading pattern connects with existing development, including other consents with Outline Development Plans and road networks outside the zone.
 - (iv) Whether road connections to and from Outlet Road and Aubrey Road are provided for generally as shown on the Structure Plan.
 - (v) Whether vehicle access arrangements to and from private properties minimise where practical the number of direct accesses onto Outlet Road. Where practical, access should be achieved from other roads,
 - (vi) Whether provision should be made for bus stop(s) (now or in the future).
- (c) In regard to **road and street designs**
- (i) Whether road and street design cross sections show key dimensions and features of roads and associated footpaths, rear lanes, cycleways (when relevant and appropriate), on-street parking and stormwater management infrastructure.
 - (ii) Whether road and street design cross sections are shown to be proposed for use in appropriate locations reflecting the likely role and function of the road or street.
 - (iii) Whether road and street designs will enable safe, efficient and pleasant use by vehicles, pedestrians and cyclists. Consideration should be given to matters such as width, footpath availability, traffic calming measures, and cycle lanes.
 - (iv) The extent to which road and street designs make a positive contribution to the amenity of the zone.
 - (v) Whether, where practical, in Activity Area C1-C4 the use of kerb and channel is avoided and grass swales utilised.
 - (vi) The extent to which the types of street trees and the density of planting proposed will aid in softening the visual effects of domestication of the landscape when viewed from outside of the zone and contribute to urban amenity and character.
- (d) In regard to **open space areas, pedestrian and cycle links**
- (i) The extent to which public access to places of

- public interest and enjoyment is created and enhanced.
- (ii) Where terrain and site constraints do not enable connections between streets: safe, convenient and attractive walking and cycle connections should be provided if practical.
 - (iii) Provision of a range of public open spaces, including larger natural areas, and smaller urban parks and playgrounds.
 - (iv) The extent to which parks, reserves, walkways and cycleways are comprehensively designed and laid out so as to create connections between open spaces and provide alternative routes in which to navigate the zone without the use of roads.
- (e) In regard to **infrastructure**
- (i) The extent to which development can be serviced by existing infrastructure, or where upgrades are required, that these upgrades are planned and managed.
 - (ii) The extent to which development is staged to ensure cost effective provision of infrastructure and any required upgrades.
- (f) In regard to **approaches to stormwater disposal**
- (i) Whether, where practical, low impact design solutions are employed.
 - (ii) Whether, where possible, safe and practical proposals to integrate stormwater management facilities into an attractive public realm and/or conservation corridors are proposed.
- (g) In regard to **conservation values**
- (i) The extent to which remnant islands of kanuka and matagouri shrubland are protected.
- (h) In regard to **contaminated sites**
- (i) Whether any contaminated sites exist that would be a risk to human health or the environment and, if so, what measures have been taken to address these sites.
- (ii) Whether a Preliminary Site Investigation is required to ensure compliance with the National Environmental Standard for soil contaminants.
- (i) In regard to **controls on built form in Activity Area D1**
- (i) Whether controls are proposed that will ensure that buildings in close proximity to one another will achieve reasonable levels of amenity and privacy;
 - (ii) Whether controls on built form will promote an attractive streetscape;
 - (iii) Whether appropriate mechanisms, including consent conditions and/or private covenants, are proposed to ensure controls on built form will be adhered to by subsequent house builders and owners.
- (j) In regard to **Residential Activities in any of Activity Areas B1 to B5 and C1 to C4, where a consent with an Outline Development Plan has previously been granted under Rule 12.34.2.3.i**
- (i) The extent to which varied consent and Outline Development Plan takes into account, and enables integration with, existing Residential Activities already developed in accordance with the previously consent and Outline Development Plan.
- (k) In regard to **Residential, Visitor Accommodation, Commercial, Retail and Community Activities and Retirement Villages in Activity Area D1, where a consent with an Outline Development Plan has previously been granted under Rule 12.34.2.3.ii**
- (i) The extent to which a varied consent and Outline Development Plan takes into account, and enables integration with, existing Residential, Visitor Accommodation, Commercial, Retail, and Community Activities and Retirement Villages already developed in accordance with the previously consent and Outline Development Plan.

- (ii) The extent to which those activities may be of a nature, scale or frequency that would undermine the integrity of the consent and Outline Development Plan previously granted under Rule 12.34.2.3.ii.

iv. Restricted Discretionary Activity – Buildings with more than three residential units within Activity Area D1 (Rule 12.34.2.3.iii)

- (a) Whether the development positively contributes to the streetscape through the location and design of the built form, carparking, balconies, ground floor levels, accessways, the treatment of the public/ private interface, and landscaping.
- (b) Whether buildings are able to achieve a high level of connection with the street, including establishing local character and evoking visual interest from street users.
- (c) Whether the design creates a visual connection between land uses and the street, including through having windows that face the street.
- (d) Whether views from the street into sites are clearly drawn to land use activities and entrance points, with garages being a recessive visual feature.
- (e) Whether the visual effect of monotonous or repetitious facades created by same or similar unit types have been avoided or mitigated through articulation of building frontages.
- (f) Whether the design, colour and choice of building materials will contribute to a coherent theme for the street and neighbourhood.
- (g) Whether communal car parking is designed so that spaces are broken up and easily identifiable with each unit and commercial-style continuous parking areas are avoided.

- (h) Whether there are suitable places to store cycles within residential units (such as garages) or secure and convenient cycle parking / storage is available for each unit.
- (i) Whether each unit is designed to minimise loss of privacy and nuisance effects between other units, such as by off-setting windows in close proximity to one another.
- (j) Whether waste and recycling material can be appropriately stored within the grounds of each area, or convenient, appropriately sized and designed communal areas for the storage of waste are available.
- (k) Whether the design of the building(s), open spaces, carparking, access, and landscaping successfully mitigates the adverse effects on adjoining properties in terms of:
 - (i) Noise, vibration and lighting from vehicles
 - (ii) Protecting privacy for residential neighbours.
- (l) Whether private and public space are clearly demarcated
- (m) Whether proposals to utilise innovative, cost effective building designs, methods and materials that may support the provision of affordable housing are not unreasonably precluded.

v. Restricted Discretionary Activity – Buildings for Visitor Accommodation, Commercial, Retail and Community Activities and Retirement Villages within Activity Area D1 (Rule 12.34.2.3.iv)

- (a) Whether the design of the building(s), open spaces, carparking, access, and landscaping successfully mitigates the adverse effects on adjoining properties in terms of:
 - (i) Noise, vibration and lighting from vehicles
 - (ii) Protecting privacy for residential neighbours.

- (b) Whether buildings, taking account of their proposed location, function and visibility, will make an attractive contribution to the streetscape or landscape.
- (c) Whether the design, colour and choice of building materials will contribute to a coherent theme for the street and neighbourhood, in general accordance with the architectural style shown in the following images.



- (d) Whether the buildings would be attractive when viewed from elevated locations inhabited or frequented by people.

- (e) Whether the building is setback from the road or not and the extent to which it is set back.
- (f) Whether any area set aside for the storage of waste is adequately sized and designed to enable the separation, storage and collection of recyclable waste.
- (g) The extent to which the outside storage of any goods, materials or equipment (including vehicles associated with the activity parked on the site overnight) would have an adverse effect on the residential amenity of neighbours or the streetscape.
- (h) Whether any landscaping associated with buildings, for the purposes of mitigation or beautification, would:
 - (i) Result in adverse effects on neighbouring properties;
 - (ii) Be practical to maintain.
- (i) Whether sufficient car and cycle parking is available or proposed either on site or through shared or common areas.
- (j) Whether car parking is appropriately located and designed.
- (k) Whether the building contributes to the creation of an active street frontage.
- (l) Whether, for buildings which adjoin open spaces, an appropriate interface is achieved with that open space that makes the open space feel safe and attractive.
- (m) The extent to which any proposed retail activities are limited to small scale retail activities intended to primarily service the local neighbourhood catchment, such as dairies, hairdresser, cafés/restaurants and food takeaway shops.

vi. Site Standard – Nature and Scale of Non-Residential Activities (Rule 12.34.4.1.i)

- (a) The extent to which the scale of the activity and the

proposed use of the buildings will be compatible with the scale of other buildings and activities in the surrounding area and will not result in visual dominance as a result of the area of buildings used, which is out of character with the low density suburban environment.

- (b) The extent to which the character of the site will remain dominated by landscaping rather than by buildings and areas of hard surfacing.
- (c) The extent to which the activity will result in the loss of residential activity on the site.
- (d) The extent to which the activities on the site remain dominated by residential activity, rather than by activities which are not associated with or incidental to residential activity on the site.
- (e) Any adverse effects of the activity in terms of noise, vibration, glare, loss of privacy, traffic and/or parking congestion.
- (f) The extent to which the activity provides a local function by meeting the needs of residents principally within the surrounding residential environment.
- (g) The ability to mitigate any adverse effects of the increased scale of activity.
- (h) The extent to which the activity will detract from the coherence and attractiveness of the site as viewed from adjoining roads and sites.
- (i) Any adverse effects of the activity on the outlook of people on adjoining sites, including the loss of residential character.
- (j) The extent to which the activity will be compatible with the appearance, layout and functioning of other sites in the adjoining area.

(k) The ability to mitigate any adverse effects of the activity on adjoining roads and sites.

(l) The extent to which additional employment will result in levels of traffic generation or pedestrian activity which are incompatible with the character of the surrounding residential area.

(m) The extent to which additional employment is an integral and necessary part of other activities being undertaken on the site and assists in providing alternative home-based employment and income generating opportunities for residents or occupiers of the site.

vii. Site Standard – Setback from Roads (Rule 12.34.4.1.ii)

- (a) The provision of adequate space for landscaping in the vicinity of road boundaries, which will mitigate the effects of the building intrusion into the street scene;
- (b) The ability to provide adequate on-site parking and manoeuvring for vehicles;
- (c) The compatibility of proposed building with the appearance, layout and scale of other buildings and sites in the surrounding area, including the setback of existing buildings in the vicinity from road boundaries;
- (d) The proposed building size, form, proportions, roof line, style and external appearance that is similar to or in keeping with those of existing buildings on the site;
- (e) The provision of an equal or greater amount of open space on the site that contributes to the sense of space and openness as viewed from public places;
- (f) Significant (more than minor) public and pedestrian amenity values in terms of building appearance and function

resulting from the setback infringement;

- (g) The extent and effect of shadowing on any adjacent property or public road; and
- (h) Any likely future increases in the usage of the road.

viii. Site Standard – Setbacks from Internal Boundaries (Rule 12.34.4.1.iii)

- (a) The ability to mitigate adverse effects of the proposal on adjoining sites.
- (b) The extent to which a lower building coverage may offset or reduce the need to infringe upon the setback.
- (c) The purpose of the building or part of the building located within the setback.
- (d) The extent to which topography is considered in regard to the layout of adjoining sites and effects on access to daylight and sunlight.

ix. Site Standard – Continuous Building Length (Rule 12.34.4.1.iv)

- (a) Any adverse effects of the continuous building length in terms of visual dominance by building(s) of the outlook from the street and adjoining sites, which is out of character with the local area.
- (b) The ability to mitigate any adverse effects of the continuous building length through increased separation distances, screening or use of other materials.

x. Site Standard – Outdoor Living Space (Rule 12.34.4.1.v)

- (a) The extent to which the reduction in outdoor living space and/or its location will adversely affect the ability of residents to provide for the outdoor living needs of likely future

residents of the site.

- (b) Any alternative provision on, or in close proximity to, the site for outdoor living space to meet the needs of likely future residents.
- (c) The extent to which the reduction in outdoor living space or the lack of access to sunlight is compensated for by alternative space within buildings with access to sunlight and fresh air.
- (d) The extent to which provision is made elsewhere within the zone for communal open space amenity areas. Such spaces should be easily accessed and well connected to surrounding activities, have good sunlight access and protection from prevailing winds.

xi. Site Standard – Garages (Rule 12.34.4.1.vi)

Whether the breach of standard would result in:

- i. Visual dominance of the frontage of a residential building by a garage when viewed from the street;
- ii. The obstruction of sight lines from the street to windows of living areas or the main entrance of the house;
- iii. The diminishing of the coherence of the design and built form of the street.

xii. Site Standard – Walls and Fences (Rule 12.34.4.1.vii)

(a) Whether the breach of the standard would result in:

- i. Public places (including streets and parks) appearing less safe or attractive; or
- ii. An outcome at odds with the character of the zone; or
- iii. The obstruction of sight lines from the street to windows of living areas or the main entrance to the house.

- (b) Whether any measures have been taken to reduce potential adverse effects, for example through the use of permeable or transparent fencing materials.

xiii. Site Standard – Access (Rule 12.34.4.1.viii)

- (a) The extent to which alternative formed access can be assured to the activity in the long-term.
- (b) The extent to which the level and nature of the use will make it unlikely that access by way of a formed road will ever be necessary.

xiv. Site Standard – Earthworks (Rule 12.34.4.1.ix)

- (a) Environmental Protection Measures
 - (i) Whether and to what extent proposed sediment/erosion control techniques are adequate to ensure that sediment remains on-site.
 - (ii) Whether the earthworks will adversely affect stormwater and overland flows, and create adverse effects off-site.
 - (iii) Whether earthworks will be completed within a short period, reducing the duration of any adverse effects.
 - (iv) Where earthworks are proposed on a site with a gradient >18.5 degrees (1 in 3), whether a geotechnical report has been supplied to assess the stability of the earthworks.
 - (v) Whether appropriate measures to control dust emissions are proposed.
 - (vi) Whether any groundwater is likely to be affected, and any mitigation measures are proposed to deal with any effects. NB: Any activity affecting groundwater may require resource consent from the Otago Regional Council.
- (b) Effects on landscape and visual amenity values:
 - (i) Whether the scale and location of any cut and fill will adversely affect:
 - the visual quality and amenity values of the landscape;
 - the natural landform of any ridgeline or visually prominent areas;
 - the visual amenity values of surrounding sites.

- (ii) Whether the earthworks will take into account the sensitivity of the landscape.
- (iii) The potential for cumulative effects on the natural form of existing landscapes.
- (iv) The proposed rehabilitation of the site.
- (c) Effects on adjacent sites:
 - (i) Whether the earthworks will adversely affect the stability of neighbouring sites.
 - (ii) Whether the earthworks will change surface drainage, and whether the adjoining land will be at a higher risk of inundation, or a raised water table.
 - (iii) Whether cut, fill and retaining are done in accordance with engineering standards.
- (d) General amenity values:
 - (i) Whether the removal of soil to or from the site will affect the surrounding roads, and neighbourhood through the deposition of sediment, particularly where access to the site is gained through residential areas.
 - (ii) Whether the activity will generate noise, vibration and dust effects, which could detract from the amenity values of the surrounding area.
 - (iii) Whether natural ground levels will be altered.
 - (iv) The extent to which the transportation of soil to or from the site will generate any negative effects on the safety or efficiency of the road network.
- (e) Impacts on sites of cultural heritage value:
 - (i) Whether the subject land contains Waahi Tapu or Waahi Taoka, or is adjacent to a Statutory Acknowledgement Area, and whether tangata whenua

- have been notified.
- (ii) Whether the subject land contains a recorded archaeological site, and whether the NZ Historic Places Trust has been notified.

xv. Site Standard – Landscaping and Planting (Rule 12.34.4.1.x)

Whether and the extent to which landscaping and / or planting proposed in breach of the standard will achieve amenity outcomes anticipated by the standards from viewpoints outside of the site.

Clarification of the Table

1. Refer below for the design standards and definitions for the various types of cycle parking
2. PFA = Public Floor Area. This shall be taken to mean the GFA of all public areas. Refer to Section D for the definition of 'public area'.
3. Refer to Section D for a definition of 'on site workers'.
4. Where an assessment of the required parking standards results in a fractional space, any fraction shall be counted as one space.
5. Definitions of the various types of bicycle parking are as follows:

Customer/Visitor Short-Term Bicycle Parking (Type One)	Means bicycle parking provided outside destinations where visitors are only expected to stay for five to 30 minutes.
Customer/Visitor Short to Medium-Term Bicycle Parking (Type Two)	Means bicycle parking provided outside destinations where customers/ visitors are expected to stay for 30 minutes to three hours.
Private Long-Term Bicycle Parking (Type Four)	Means bicycle parking that is high security and limited access parking provided by private companies or organisations for use by employees or students who work/study on the site.

ii Design standards for Type One cycle parking – Customer/Visitor Short-Term Bicycle Parking.

Type 1 bicycle parking shall be located within 10 metres of the main pedestrian entrance(s) to the building(s), except:

- (a) In relation to the Commercial Core, Type One bicycle parking shall consist of at least one bicycle stand (2 bicycle parks) located every 50 metres within the road reserve and public space and this shall be identified at the ODP approval stage.

Note: This rule does not apply where the development does not include a building (as in the case of some sportsfields or some community facilities, for example),

iii Design standards for Type 2 Customer/Visitor Short to Medium Term Bicycle Parking

Type 2 bicycle parking shall be located within 25m of the destination, or so that it is closer than the nearest carpark (excluding disabled carparks), whichever is the lesser, except:

- (a) Within any pedestrian-only mall within the Commercial Core, Type Two bicycle parking shall be provided in clusters near the different entrances to the pedestrian mall.

iv Design standards for Type Four – Private Long-Term Bicycle Parking

Type 4 bicycle parking shall be provided at all employment centres and schools within the zone, in the following manner:

- (a) Large developments with more than 30 on-site workers shall provide their own separate facilities on site. Note: Refer to the interpretation of "on site worker"
- (b) Smaller businesses with less than 30 on-site workers may utilise a centralised facility, provided it is located within 50 metres of the business.

Note: Type 4 parking will normally take the form of a bike locker, limited access enclosure, or bike station.

14.3 Resource Consents - Assessment Matters: Transport

14.3.1 General

- (i) The following Assessment Matters are other methods or matters included in the District Plan, in order to enable the Council to implement the Plan's policies and fulfil its functions and duties under the Act.
- (ii) In considering resource consents for land use activities, in addition to the applicable provisions of the Act, the Council shall apply the relevant *Assessment Matters* set out in Clause 14.3.2 below.
- (iii) In the case of *Controlled and Discretionary Activities*, where the exercise of the Council's discretion is restricted to the matter(s) specified in a particular standard(s) only, the assessment matters taken into account shall only be those relevant to that/these standard(s).
- (iv) In the case of *Controlled Activities*, the assessment matters shall only apply in respect to *conditions* that may be imposed on a consent.
- (v) Where an activity is a *Discretionary Activity* because it does not comply with one or more relevant Site Standards, but is also specified as a *Controlled Activity* in respect of other matter(s), the Council shall also apply the relevant assessment matters for the Controlled Activity when considering the imposition of conditions on any consent to the discretionary activity.

14.3.2 Assessment Matters

In considering whether or not to grant consent or impose conditions, the Council shall have regard to but not be limited by the following specific assessment matters:

i Controlled Activity - Parking Areas, Location and Method of Provision

Conditions may be imposed to ensure that the car parking is:

- (a) sited within easy walking distance of the development.

- (b) clearly associated with the development through signage or other means.
- (c) legally bonded to the development.
- (d) surrounded by appropriate land use activities with which the car parking is compatible.
- (e) designed so access is suitable to provide for the safety and efficiency of traffic and pedestrians.

ii Controlled Activity and Site Standard - Landscaping

- (a) The ability of car parking to comply with provisions of Site Standard 14.2.4.1(xvi).
- (b) The effect of any reduced landscaping, especially the provision of trees, in terms of the scale and appearance of car parking.
- (c) The extent to which the site is visible from adjoining sites, particularly those in the Residential Low Density and Residential High Density Zones.
- (d) The nature of the activity which requires car parking.
- (e) The relative importance of landscaping on the particular site concerned, taking into account the visual quality of the surrounding environment, particularly where a low standard of visual amenity exists and improvement is necessary.
- (f) The extent landscaping would impede visibility of motorists leaving a site to the frontage road or impede an adjacent footpath.

iii Parking and Loading Provision

- (a) Whether it is physically practicable to provide the required parking or loading spaces on the site in terms of the existing

location of buildings, access to the road, topography and utility location.

- (b) Whether there is an adequate alternative supply of parking or loading spaces in the vicinity. In general on-street parking is not considered an alternative.
- (c) Whether there is another site in the immediate vicinity that has available parking or loading spaces which are not required at the same time as the proposed activity. In such a situation the Council will require the associated parking or loading spaces to be secured in some manner.
- (d) Whether a demonstrably less than normal incidence of parking or loading will be generated by the proposal, such as due to specific business practice, type of customer, bus transportation.
- (e) Whether the Council is anticipating providing public car parking that would serve the vicinity of the activity.
- (f) Whether a significant adverse effect on the character and amenity of the surrounding area, particularly pedestrian amenity and safety, will occur as a result of not providing the required parking or loading space.
- (g) The extent to which the safety and efficiency of the surrounding roading network would be adversely affected by parked and manoeuvring vehicles on the roads.
- (h) Any cumulative effect of the lack of on-site parking and loading spaces in conjunction with other activities in the vicinity not providing the required number of parking or loading spaces.
- (i) Whether there is efficient public transport within the vicinity of the proposed activity.
- (j) The proximity of residential areas, visitor accommodation, commercial offices or other mixed use developments to the proposed activity, and the ability for people to walk to and from the site.

- (k) Where there is any consideration to any requirement for coach parking recognition be given to the availability of designated coach parking provided off site.
- (l) Where a reverse manoeuvre is undertaken from a rear site whether the effects are mitigated by the width of access and visibility at the road boundary.
- (m) The extent to which the visual amenity of surrounding public spaces may be adversely affected by rooftop parking, and the potential for mitigation of rooftop parking.
- (n) The extent to which visitor accommodation can demonstrate a lesser parking demand and/or can demonstrate that potential for conversion to permanent residential accommodation is precluded.

iv Parking and Loading Area and Entranceway Design

- (a) Any adverse effects on the safety and security of people and vehicles using the facility.
- (b) The extent to which the safety of pedestrians, both on and off the site will be affected.
- (c) Any adverse effects on the amenity and character of surrounding properties and public areas.
- (d) The extent to which there could be any adverse effect on the safety and efficiency of the frontage road.
- (e) The extent to which any reduction in the design characteristics could result in the parking and loading area and/or access and manoeuvring areas being impractical, inconvenient or unsafe be used by vehicles or pedestrians.
- (f) Any cumulative effect of the reduction in the design characteristics in conjunction with the effects generated by other activities on the frontage road.

v Access

- (a) Whether adequate sightlines are available from alternative access points.
- (b) The extent to which the safety and efficiency of the adjoining road would be compromised by an access point located closer to an intersection or with lesser unobstructed site distances, than is permitted by the Plan.
- (c) The extent to which conflicts between vehicles could be created by vehicles queuing across the vehicle crossing; confusion between vehicles turning at the crossing or the intersection; inadequate rate of driver assimilation of data, thereby adversely affecting the safety of the road.
- (d) Whether the hours of operation of activities on the site coincide with the peak flows and vehicle queues on the road.
- (e) Whether the speed and volume of vehicles on the road could increase the adverse effects of the access on the safety of road users.
- (f) Whether the geometry of the road could mitigate the adverse effects of the access.
- (i) Whether there is efficient public transport within the vicinity of the proposed activity.
- (j) The proximity of residential areas, visitor accommodation, commercial offices or other mixed use developments to the proposed activity, and the ability for people to walk to and from the site.
- (k) Where there is any consideration to any requirement for coach parking recognition be given to the availability of designated coach parking provided off site.
- (l) Where a reverse manoeuvre is undertaken from a rear site whether the effects are mitigated by the width of access and visibility at the road boundary.
- (m) The extent to which the limited width of an access is mitigated by sufficient on-site manoeuvring.
- (n) The likelihood of future development which could result in increased traffic generation.
- (o) The extent to which the reduced width of an access is mitigated by the provision of passing areas and/or turning heads.
- (p) The extent to which the proposed development:
 - (i) Is in accordance with an approved structure plan or overall development plan for the area,
 - (ii) Can prove that the site will contain fewer units, to be controlled by subdivision covenants, vesting of land as reserve, or other appropriate measures, and
 - (iii) Can prove that any adjoining land may be more reasonably and economically accessed by an alternative route or that the development of adjoining land is so unlikely as to make provision for future access unreasonable.
- (q) Whether the reduced access width avoids turns requiring such methods as mirrors or signalling devices, where the removal, vandalism or malfunctioning of such methods may lessen public safety and convenience.
- (r) Where the anticipated use of accessways is to a multi-unit residential or visitor accommodation development, where reduced access widths may be considered because the development includes ready access to parking and building entry points.
- (s) Whether there is the possibility of redesign of the development to avoid or mitigate reasons advanced for creation of narrower accessways than required, even though such redesign may result in fewer units.

- (t) The extent to which the reduced access widths form part of a structure plan development adopting the “new urbanism” design style, where it is appropriate to provide for lesser access widths in order to enhance urban amenity values.

vi Maximum Gradient for vehicle access

- (a) The design of access including the length, width and curvature and the steepness of the access adjacent to the road.
- (b) Whether the vehicle access will have a non-slip surface such as bituminous chipseal, asphalt, concrete or interlocking paving blocks.
- (c) The likelihood of ice and snow accumulation, taking into account elevation and orientation and whether the vehicle access is heated or covered to prevent accumulation of ice and snow.
- (d) Effects on pedestrian and traffic safety including whether vehicles are likely to have reduced control or impaired sightlines.
- (e) The degree of difficulty for vehicles entering/exiting the site and the potential for increased on-street parking with resulting impacts on traffic safety and residential amenity.
- (f) The transitions between gradients taking into account vehicle break-over angles and potential damage to road and non-slip surfaces.

vii Vehicle Orientated Commercial Activities including Service Stations and Rural Selling Places

- (a) The design and layout of accesses, manoeuvring aisles, car parking and loading areas and the potential effect of these on the safety and efficiency of the frontage road.

- (b) Provision for the safe movement of pedestrians about the site and on the adjacent frontage road.
- (c) The safety and efficiency of the access taking into account the 85th percentile speed on the frontage road, available visibility, road geometry, vehicle volumes on the frontage road.
- (d) The relative proximity of other accesses or road intersections and the potential for cumulative adverse effects on the safety and efficiency of the frontage road.
- (e) Any proposed on-site, design or on road works to mitigate any potential adverse effect of the access on the safe and efficient functioning of the frontage road.
- (f) The degree to which the location of the site in combination with the position of any proposed and existing access points will affect the safe and efficient movement of traffic onto and off the site and along the adjoining roadway taking into account the following matters:
- the types of manoeuvres anticipated to be undertaken at the intersection
 - the forms of control at adjacent intersections
 - the functions of the frontage road and any intersecting roads
 - the speed and volumes of through traffic
 - the physical features of the roadway, ie number of lanes, visibility
 - whether the driveway will be on an upstream or downstream side of the intersection.
- (g) The ability for vehicles to queue and be serviced on-site without affecting the safe movement of vehicles or pedestrians along

the adjoining road or footpath or the movement of vehicles and pedestrians using the facilities on the site.

- (h) The external appearance of any building and its visual impact from the road and its proximity to residential areas.
- (i) The degree to which tankers may enter and exit the site without excessive manoeuvring or disruption to vehicles being serviced on the site or serving the activity or the safe movement of vehicles along the adjoining road.

viii In the **Three Parks zone**, whether proposed initiatives which discourage private car use and encourage alternative modes of transport justify a reduction in the minimum parking requirements.

(ix) Frankton Flats Special Zone (B)

(a) Parking Within Frankton Flats Special Zone (B)

Additional Parking Spaces

- (i) The effects of additional car parking on traffic generation and consequent effects on the efficient functioning of the road network.
- (ii) Safety and efficiency of access into and out of the site.
- (iii) Extent of reduction in demand for public transport/walking and cycling.
- (iv) Whether any actions are to be taken to manage travel demand generated by the additional parking such as set out in a Travel Plan.
- (v) Fewer Parking Spaces.
- (vi) Availability of bus services and provision of additional facilities for pedestrians/cyclists.

(vii) Potential for spillover parking and effects on efficiency of the transport network and amenity.

(viii) Any specific features of the activity.

(ix) Travel demand management benefits as set out in a Travel Plan.

(x) Extent of any grouped parking and benefits from multi-use of parks.

(b) Off Site Parking within Frankton Flats Special Zone (B)

(i) The effectiveness of the agreement in ensuring ongoing provision of the car parking given possible changes in use and ownership.

(ii) The nature of the activity and whether off-site provision at a greater distance than 200m will result in employees and/or customers not using the parking to be provided.

(c) Travel Demand Management within the Frankton Flats Special Zone (B)

(i) Cycle parking for visitors/customers should:

- a. Be located within 20m of the main building entrance;
- b. Involve stands that support the bicycle frame and front wheel; and
- c. Enable bikes to be securely locked.

(ii) Cycle parking for employees shall be within a secure, covered area. In general the rate for staff should be 1 space per 10 employees. At a minimum, for developments accommodating up to 40 staff, one unisex shower should be provided where the shower and associated changing facilities are provided independently of gender separated toilets; or a minimum of two

showers (one separate shower per gender) with associated gender separated changing facilities.

- (iii) The nature and extent of facilities to promote walking and cycling, including change/locker spaces for workers and the design of the development in relation to a safe and barrier free walking environment for customers/visitors.
- (iv) Measures to promote effective use of car parking resources, including the nature and extent of measures to reduce use by employees during peak times.
- (v) Means of monitoring and reporting on travel plan outcomes.

SUBDIVISION, DEVELOPMENT & FINANCIAL CONTRIBUTIONS - RULES **15**

15.2 Subdivision, Development and Financial Contributions Rules

15.2.1 Statement

Control of the subdivision of land is one of the functions of a territorial authority. The subdivision of land cannot take place unless authorised by a rule in the Plan or a resource consent. The subdivision of land for purposes of land tenure can have effects on land use expectations and is the framework for the provision of services to future activities.

15.2.2 General Provisions

15.2.2.1 Definition of Subdivision of Land

Subdivision of land has the same meaning as in section 218 of the Act.

15.2.2.2 Relevant Sections of the Act

All applications are subject to Part VI and X of the Act, with particular reference to sections 104, 105, 106, 108, 219, 220 and 230-237G.

15.2.2.3 Legal Road Frontage

Section 321 of the Local Government Act 1974 shall apply to all subdivisions.

15.2.2.4 Regional Council Requirements

Attention is drawn to the need to obtain relevant consents from the **Otago Regional Council** relating to matters such as, water supply, stormwater and sewage disposal, earthworks, vegetation clearance and structures in the beds of lakes and rivers. It may also be necessary to obtain approval from other relevant agencies.

15.2.2.5 Transit New Zealand Requirements

Attention is drawn to the need to obtain a notice of consent from the Minister of Transport for all subdivisions on state highways which are declared Limited Access Roads. See Appendix 1A of the District Plan for sections of state highways which are LAR. Transit New Zealand should be consulted and a request made for a Minister's notice under section 93 of the Transit New Zealand Act 1989.

15.2.2.6 Non-Notification of Applications

- (i) Any application for resource consent under the Subdivision Rules for Controlled Subdivision Activities and Discretionary Subdivision Activities where the exercise of the Council's discretion is limited, need not be notified and the written approval of affected persons need not be obtained. If the Council considers special circumstances exist it may require the application to be notified.
- (ii) Prior to any application for resource consent being processed under Rule 15.2.10.2(i) on a non-notified basis pursuant to section 94(2) of the Resource Management Act 1991 written approval of the Otago Regional Council must be provided to the Queenstown Lakes District Council.
- (iii) Prior to any application for subdivision within 32m of the centreline of the Frankton – Cromwell A 110kV high voltage transmission line traversing the Shotover Country Special Zone being processed on a non-notified basis the written approval as an affected party is required from Transpower New Zealand Limited.

15.2.2.7 Joint Hearings

Any land use consent application arising from non-compliance with rules in this Plan as a result of a proposed subdivision shall be considered jointly with the subdivision consent application. In some circumstances consideration of a resource consent application may require a joint hearing with one or more additional consent authorities.

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15.2.2.8 Application of Assessment Matters

- (i) The following are methods or matters included in the District Plan, in order to enable the Council to implement the Plan's policies and fulfil its functions and duties under the Act.
- (ii) In addition to the applicable provisions of the Act, the Council shall also apply the relevant *Assessment Matters* set out in the following rules.
- (iii) In the case of Controlled and Discretionary Subdivision Activities, where the exercise of the Council's control or discretion is restricted to specified matter(s), the assessment matters taken into account shall only be those relevant to that/those matter(s).
- (iv) In the case of *Controlled Subdivision Activities*, the assessment matters shall only apply in respect to *conditions* that may be imposed on a consent.
- (v) In the case of *Controlled Subdivision Activities*, the application would only be declined pursuant to section 106 of the Act (Natural Hazards).
- (vi) Where a subdivision is a *Discretionary Subdivision Activity* because it does not comply with one or more of the relevant Site Subdivision standards, but is also specified as a *Controlled Subdivision Activity* in respect of other matter(s), the Council shall also apply the relevant assessment matters for the Controlled Subdivision Activity when considering the imposition of conditions on any consent to the Discretionary Subdivision Activity.

15.2.3 Subdivision Activities

15.2.3.1 Permitted Subdivision Activities

There shall be no **Permitted Subdivision Activities**.

15.2.3.2 Controlled Subdivision Activities

- (a) Subdivision in the Frankton Flats Special Zone (B) for the purpose of creating a single certificate of title for an Activity Area or part thereof. Any title for part of an Activity Area must match the boundary of land ownership

as of 7 July 2007 or as altered as a result of a designation by NZTA or the Council. Rules 15.2.4 to 15.2.17 do not apply to subdivision under this rule.

The matters over which the Council reserves control are:

- (i) Creation or cancellation of easements for any purpose

Assessment Matters:

- (ii) Refer to Rule 15.2.18.2.

- (b) Except as provided for in (a) above and where specified as a Discretionary or Non-Complying Activity in Rules 15.2.3.3 and 15.2.3.4, any subdivision or development in any zone which complies with all of the Site and Zone Standards shall be a **Controlled Activity**.

The matters in respect of which the Council has reserved control are listed with each **Controlled Activity**.

- (i) Boundary adjustment in the Rural General Zone, provided that:
 - (a) Each of the lots must have a separate certificate of title; and
 - (b) Any approved residential building platform must be retained in its approved location; and
 - (c) No new residential building platforms shall be identified and approved as part of a boundary adjustment; and
 - (d) There must be no change in the number of residential building platforms or residential buildings per lot; and
 - (e) There must be no change in the number of non-residential buildings per lot; and
 - (f) The adjusted boundaries must not create non-compliance with any Part 5 Rural General Zone site and zone standards; and
 - (g) No additional saleable lots shall be created; and

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- (h) If one of the lots contains no building or residential building platform then no smaller lot shall be created without a building or residential building platform on it;
- in respect of:
- The location of the proposed boundaries, including their relationship to approved residential building platforms, existing buildings, and vegetation patterns and existing or proposed accesses;
 - Boundary treatment;
 - Easements for access and services.
- (ii) The subdivision of land for the purposes of creating an Open Space Zone and public access easements throughout that zone.
- (iii) In the Ballantyne Road Mixed Use Zone subdivision that is in accordance with an Outline Development Plan approved pursuant to Rule 12.24.3.2 i.
- (iv) Any rear site created in the Three Parks Zone following or combined with a comprehensive commercial development or multi unit development shall be a controlled activity

15.2.3.3 Discretionary Subdivision Activities

Except where specified as a Controlled Activity in Rule 15.2.3.2 above, and except where specified as a non-complying Activity in 15.2.3.4 below:

- (i) Any subdivision which complies with all the Zone Subdivision Standards but does not comply with any one or more Site Subdivision standards shall be a **Discretionary Subdivision Activity**, with the exercise of the Council's discretion limited to the matter(s) subject to that standard.
- (ii) Any subdivision of a lot in any zone, which complies with all of the Zone Subdivision Standards, but which contains an Area of Significant Indigenous Vegetation listed in Appendix 5 or a Heritage Item or Archaeological Site listed in Appendix 3, shall be a **Discretionary Subdivision Activity**.

- (iii) Any subdivision of land in the Penrith Park Zone north of the Visual Amenity Line as shown on the Penrith Park Plan 'A' shall be a **Discretionary Subdivision Activity**.
- (iv) In the Rural Residential zone at the north of Lake Hayes, the further subdivision of any allotment, including balances that had previously been used to calculate the average allotment size under Rule 15.2.6.2(iv).
- (v) In the Gibbston Character Zone all subdivision and location of residential building platforms shall be a **Discretionary Activity**.
- (vi) In the Rural General Zone all subdivision and location of residential building platforms shall be a Discretionary Activity, except any subdivision of land zoned Rural General pursuant to Rule 15.2.3.3 (vii) (Kirimoko Block - Wanaka)
- (vii) Any subdivision complying with the principal roading layout depicted in the Kirimoko Structure Plan shown on Page 7-59 (including the creation of additional roads, and/or the creation of access ways for more than 2 properties) shall be a Restricted Discretionary Activity.

The Council's discretion will be limited to the following:

- Any earthworks required to create any vehicle accesses of building platforms
 - The design of the subdivision including lot configuration and roading patterns
 - Creation and planting of road reserves
 - The provision and location of walkways and the green network as illustrated on the Structure Plan for the Kirimoko Block contained within part 7 of this District Plan
 - The protection of native species as identified on the structure plan as green network
- (viii) Within the Shotover Country Special Zone, any subdivision within 32m either side of the centreline of the Frankton – Cromwell A 110kV high voltage transmission line shall be a Restricted Discretionary Activity with the Council's discretion restricted to:

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- (a) The extent to which the subdivision design mitigates potential adverse effects on the transmission line, for example through the location of roads, reserves and open space under the line;
 - (b) The ability for maintenance and inspection of the transmission line, including ensuring access;
 - (c) The extent to which the design and development will minimise risk or injury and/or property damage from the transmission line;
 - (d) The extent to which potential adverse effects from the transmission line including visual impact are mitigated, for example through the location of building platforms and landscape design;
 - (e) The location of any building platforms;
 - (f) Compliance with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34: 2001)
- (ix) **Subdivision in the Frankton Flats Special Zone (B).**
- (a) Any subdivision within Activity Areas C1 and C2 shall be a Restricted Discretionary Activity, with the Council's discretion restricted to:
 - (i) The matters listed in Rule 15.2.6 to 15.2.18;
 - (ii) The alignment of Road 5 (where Road 5 is included within Activity Areas C1 or C2);
 - (iii) The alignment of Road 14; and
 - (iv) The spatial layout of the subdivision and the Activity Area, including relationships to other Activity Areas, in relation to the location, capacity and form of:
 - a. Road, access ways and laneways;
 - b. Infrastructure;
 - c. Viewshafts; and
 - d. Open spaces.

- (b) Any subdivision within Activity Areas E1, E2 and D shall be a Restricted Discretionary Activity, with Council's discretion restricted to:
 - (i) The matters listed in Rule 15.2.6 to 15.2.18.
 - (ii) The alignment of Roads 4, 5 and 12.
 - (iii) The location and number of vehicle crossing points along the EAR.

Information Requirements for spatial layout plan

Applications for subdivision in Activity Area C1 and C2 shall be accompanied by a spatial layout plan for the Activity Area showing:

- (a) roads and publicly accessible laneways and accessways
- (b) publicly accessible open spaces
- (c) location of indicative viewshafts
- (d) proposed landscape treatment of the above
- (e) three waters infrastructure.

Where relevant, applications may rely upon any spatial layout plan submitted in support of a prior application where that application has received consent.

Assessment Matters: Subdivision in AA C1 and C2

- (a) The assessment matters listed under Rule 15.2.6 to 15.2.18.
- (b) In considering the subdivision and the associated works the Council must be satisfied that these works, in relation to the matters set out in Policy 3.1 will contribute to, and not undermine:
 - i. A connected street network which can be progressively developed that:

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- a. Enables convenient and safe traffic circulation, while managing traffic speeds and moderating driver behaviour.
 - b. Promotes walking and cycling through short blocks and regular intersections (block lengths in excess of 200m and culs-de-sac are discouraged). Any pedestrian and cycle only connections should be safe and convenient. Generally they should have a straight alignment and be edged by buildings that provide a sense of safety for users.
 - c. Provides for coherent landscape treatment of streets.
 - d. Incorporates water sensitive urban design elements (e.g. bio filtration, permeable paving etc).
 - e. Enables a built form (building footprints, mass and typologies) that meets the policies and site standards of the Activity Area.
- ii. An arrangement of publicly accessible open space areas that can meet future needs and supports the built environment policies of the Zone.
- a. Within AA C1, a civic focal space, adjacent to the Mainstreet should be identified, with a form that is suitable for a range of public gatherings and use.
 - b. Within AA C2, the location and form of open space areas, including open space that can provide for the passive neighbourhood recreational open space needs of residents and visitors in the Zone, should be identified.
- iii. Indicative viewshafts that will be maintained in an appropriate manner that retains their role as continuous viewshafts with straight alignments, including consistent controls on fencing, structures and vegetation within the viewshaft area.
- iv. Sufficient provision is made to accommodate future infrastructure needs, taking into account demands from adjacent sites and Activity Areas, including:
- a. on-site soakage and overland flow paths for rainfall events that exceed the capacity of the piped network. In AA C1

these soakage areas may be pits and chambers overlain by hard surfaces, while in AA C2 there may be a mix of permeable areas and engineered soakage areas.

- b. Water and wastewater networks and space for other utilities.

Assessment Matters for subdivision in Activity Areas D, E1 and E2:

- a. The assessment matters in Rule 15.2.6 to 15.2.18
 - b. The identification of cycleway / pedestrian walkways, including a through-site link from Activity Area C2 through to E2 to the western side of the Eastern Access Road, and alignment with any pedestrian crossing over the Eastern Access Road.
 - c. The EAR shall be designed to a minimum standard classification of Primary Street: Arterial as defined in NZS 4404: 2004. The legal road reserve width will need to provide for landscaping and multi-use (pedestrian, cycle and vehicles).
 - d. Vehicle access points onto the EAR should be limited to one per 50m of frontage. Joint use of crossing points by lots is expected.
- (x) **Within the Northlake Special Zone** – any subdivision of any of Activity Areas B1 to B5, C1 to C4 and D1 into more than one lot prior to a grant of consent for the relevant Activity Area under Rule 12.34.2.3.i or Rule 12.34.2.3.ii.
- (xi) **Within the Northlake Special Zone** any subdivision shall be a **Restricted Discretionary Activity** with the Council's discretion restricted to:
- (a) The extent to which the subdivision is consistent with the Northlake Structure Plan and any relevant consent's Outline Development Plan consented under Rule 12.34.2.3.i or Rule 12.34.2.3.ii;

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- (b) The extent to which the subdivision would undermine the integrity of the Northlake Structure Plan and any relevant consent's Outline Development Plan consented under Rule 12.34.2.3.i or Rule 12.34.2.3.ii;
 - (c) Those matters in respect of which the Council has reserved control under Rule 15.2.3.2.
- (xii) **In the Queenstown town Centre Lakeview sub-zone** any subdivision which is not in general accordance with Figure 2: Lakeview sub-zone Structure Plan (and any departures from the Structure Plan provided for in site standard 10.6.5.1(xiii)).

Advice Note: Figure 2: Figure 2: Lakeview sub-zone Structure Plan is located in Section 10 Town Centres Rules.

- (xiii) **In the Ballantyne Road Low Density Residential Zone**, landscaping and earthworks within areas shown as '15 metre wide No Building Area' on Planning Map 23 and in **Figure 15.2 Ballantyne Road Low Density Residential Zone Structure Plan**, with discretion restricted with respect to the following matters:
- (a) Clarify the use of the space and for this to be designed/ planted accordingly;
 - (b) Identify the range of plant species proposed, including evergreen species where year-round screening of the development is required;
 - (c) Outline the long term ownership, management, and maintenance regime for the open spaces;
 - (d) The Council expects the mounding and planting to provide effective mitigation in respect of visual amenity and be in general accordance with **Figure 15. 3 Ballantyne Road Low Density Residential Zone Mounding Plan Cross Section**. To achieve this Council expects either:
 - a combination of naturalistic mounding and predominantly evergreen planting;
 - minimum 15 metre strip of dense predominantly evergreen planting is required in order to provide effective mitigation.
 - c. Whether and to what extent the earthworks on the open space areas will, together with landscaping, contribute to effective screening of the future subdivision and development when viewed from public and private places, particularly when viewed from Riverbank Road.

- (xiv) Within the **R(HD) and R(HD_SH) Activity Areas of the** Hanley Downs area of the Jacks Point Resort Zone , all subdivision shall be a restricted discretionary activity, where the Council's discretion is restricted to:
- (a) The matters of discretion specified in Rules 15.2.6 to 15.2.18.
 - (b) Consistency with the Structure Plan, including the provision of Public Access Routes, Primary Road Access, Secondary Road Access and Key Road Connections.
 - (c) The provision of access to the State Highway through the intersection of Woolshed Road (Rule 12.2.5.1(iv)).
 - (d) Diversity of lot sizes and density.
- (xv) Within the R(HD) Activity Areas of the Jacks Point Resort Zone, the Council reserves discretion over those matters listed in (ix) above, and the following:
- (a) The development and suitability of public transport routes, pedestrian and cycle trail connections within and beyond the Activity Area.
 - (b) Mitigation measures to ensure that no building will be highly visible from State Highway 6 or Lake Wakatipu.
 - (c) Road and street designs.
 - (d) The location and suitability of proposed open spaces
 - (e) Commitments to remove wilding trees
 - (f) Any appropriate legal mechanism required to secure control over future built development on sites smaller than 550m² created pursuant to Rule 15.2.6.2(i)(b).

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- (xvi) Within the R(HD-SH) Activity Areas of the Jacks Point Resort Zone the Council reserves discretion over those matters listed in (ix) above, and the following:
- (a) The visual effects of subdivision and development on landscape and amenity values as viewed from State Highway 6.
 - (b) The location of building platforms within Activity Area R(HD-SH) – 2 with respect to the mitigation of flood hazard risk.
 - (c) The provision of a flood hazard mitigation bund alongside Activity Area R(HD-SH) – 2.
 - (d) Whether State Highway mitigation approved under Rule 12.2.3.2ix(b) has been implemented.

15.2.3.4 Non-Complying Subdivision Activities

- (i) Any subdivision which does not comply with any one or more of the Zone Subdivision Standards shall be a **Non-Complying Subdivision Activity**.
- (ii) The further subdivision of any allotment, including balances, that had previously been used to calculate the average allotment size under Rule 15.2.6.3(ii).
- (iii) The subdivision of a residential flat from a residential unit.
- (iv) Any subdivision within an Open Space Zone, further to the subdivision pursuant to 15.2.3.2 (ii).
- (v) **Peninsula Bay**
 - (a) Any subdivision within the Low Density Residential Zone of Peninsula Bay prior to the establishment of the Open Space Zone and public access easements throughout the Open Space Zone pursuant to a subdivision approved under Rule 15.2.3.2(ii).
 - (b) Any subdivision and development in the area covered by the Peninsula Bay North Structure Plan, as shown in Figure 15.5, that is not in accordance with that structure plan.

(vi) **Kirimoko Block**

Any subdivision that is not in general accordance with the location of the principal roading and reserve network contained within the Kirimoko Structure Plan shown on Page 7-59 shall be a Non-complying Activity.

- (vii) Any subdivision of land zoned Low Density Residential Zone on the Kirimoko Block prior to a walkway being constructed to QLDC Standards from Aubrey Road to Peninsula Bay and an easement in gross for such a walkway being registered against all servient titles.
- (viii) Kirimoko Block – Wanaka: Any subdivision of land zoned Rural General proposed to create a lot entirely within the Rural General Zone, to be held in a separate certificate of title.
- (ix) Kirimoko Block – Wanaka: Any subdivision of land described as Lots 3 to 7 and Lot 9 DP300734, and Lot 1 DP 304817 (and any title derived therefrom) that creates more than one lot which has included in its legal boundary land zoned Rural General.
- (x) In the Ballantyne Road Mixed Use Zone subdivision shall be a **Non-complying** Activity when it is not in accordance with an Outline Development Plan approved pursuant to Rule 12.24.3.2 i

If none of these rules (vi – ix) are offended by the subdivision proposal then it is restricted discretionary in accordance with Rule 15.2.3.3 (vii)

- (xi) **The Three Parks Zone** - Any subdivision which is not in accordance with an approved Outline Development Plan or Comprehensive Development Plan.

Note: The intention of this rule is to ensure that an Outline Development Plan or Comprehensive Development Plan is submitted and approved prior to a subdivision consent being applied for.

- (xii) **The Three Parks Zone** – Any subdivision which is not in accordance with the Three Parks Structure Plan, unless a variation has been expressly approved as part of a subsequent, more detailed ODP or CDP, except that:

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- i All, subzone boundaries, and key connection points shown as 'fixed' on the Three Parks Structure Plan may be moved up to 20 metres and all collector roads shown on the Three Parks Structure Plan may be moved up to 50 metres in any direction in order to enable more practical construction or improved layouts and/ or to allow for minor inaccuracies in the plan drafting; and
- ii All roads and other elements shown as 'indicative' on the Three Parks Structure Plan may be moved or varied provided they are generally in accordance with and achieve the Three Parks Structure Plan and the relevant objectives and policies.
- iii All Open Spaces shown on the Three Parks Structure Plan may be moved or varied provided they are generally in the same location; are of the same or greater scale; provide the same or an improved level of landscape mitigation (particularly in respect of ensuring a green buffer from SH 84); and provide the same or an improved level of functionality.

Note: For the avoidance of doubt, an Outline Development Plan or Comprehensive Development Plan which in any way obstructs or does not specifically provide for the roading connections to land or roads adjoining the zone, in the manner shown on the Three Parks Structure Plan will be processed as a non complying activity.

- (xiii) **The Three Parks Zone** – Any subdivision of the Open Space areas shown on the Three Parks Structure Plan or approved by an Outline Development Plan or Comprehensive Development Plan.
- (xiv) **The Three Parks Zone** – Any subdivision within the Deferred Urban subzone.
- (xv) **Industrial B Zone** – Any subdivision that is not in accordance with the relevant Structure Plan unless a variation has been expressly approved as part of a subsequent, more detailed Outline Development Plan, except that:
 - (a) Any fixed connection points shown on the relevant Structure Plan may be moved up to 20 metres

- (b) Any fixed roads shown on the relevant Structure Plan may be moved up to 50 metres in any direction in order to enable more practical construction or improved layouts and/ or to allow for minor inaccuracies in the plan drafting.
- (c) The boundaries of any fixed open spaces shown on the relevant Structure Plan may be moved up to 5 metres.
- (d) All indicative roads and any other elements shown as 'indicative' on the relevant Structure Plan may be moved or varied provided they are generally in accordance with and achieve the relevant Structure Plan and the relevant objectives and policies.
- (e) Where a boundary (or boundaries) has been expressly approved as part of a subsequent, more detailed ODP, then that subsequent boundary (or boundaries) shall take precedence over that shown in the relevant Structure Plan.

Note: An ODP that in any way obstructs or does not specifically provide for the roading connections to land or roads adjoining the zone, in the manner shown on the Structure Plan will be processed as a non complying activity.

- (xvi) **Industrial B Zone** - Any subdivision that is not in accordance with an approved Outline Development Plan (ODP).

Note: The intention of this rule is to ensure that an ODP is submitted and approved prior to a subdivision consent being applied for.

- (xvii) **Industrial B Zone** – Any subdivision of the open space areas shown on the Connell Terrace Precinct Structure Plan prior to 70% of the western boundary planting in combination with the mounding having reached a minimum combined height of 6 metres and a continuous screen in the horizontal plane.

- (xviii) In the Rural Living Activity Areas of the **Arrowtown South Special Zone** subdivision which results in lots that contain neither an existing or approved residential unit, nor a residential building platform (as identified on the Arrowtown South Structure Plan, or approved by rule 12.32.3.3 (i) shall be a non-complying activity except where the subdivision is for purposes of boundary adjustment, access formation or to create lots to

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be managed by the body corporate responsible for landscape management and ecological restoration.

- (xvii) Industrial B Zone – Any subdivision of the open space areas, including for the creation of Road 3, shown on Figure 15.2. **Ballantyne Road Low Density Residential Zone Structure Plan** and Figure 15.4 **Ballantyne Road Industrial B Zone and Open Space Structure Plan** prior to 100 per cent of the planting in combination with the mounding having been implemented.
- (xix) Any subdivision of the land contained within Figure 15.2. **Ballantyne Road Low Density Residential Zone Structure Plan** prior to 100 per cent of the landscaping and earthworks within the area shown as the '15 metre wide No Building Area' having been implemented.

15.2.3.5 Prohibited Subdivision Activities

- (i) Subdivision within Activity Area 7a of the Mount Cardrona Station Special Zone

15.2.3.6 Assessment Matters for Resource Consents

- (i) The assessment matters to which the Council will have regard in relation to Controlled Subdivision Activities, and Discretionary Subdivision Activities where the exercise of the Council's discretion is limited to a particular matter(s), are specified in Subdivision Rules 15.2.6 to 15.2.21.
- (ii) In considering whether or not to grant consent or impose conditions in respect to Discretionary Subdivision Activities specified in Rule 15.2.3.3 above, where the exercise of the Council's discretion is not limited, the Council shall have regard to, but not be limited by, the following assessment matters:
- (a) **Subdivision of Areas of Significant Indigenous Vegetation, Heritage Items and Archaeological Sites**
- (i) The effect of the subdivision on the character of the conservation area, heritage item or archaeological site and its environs, its important values, the reasons for its listing, and the ability of the public to enjoy and appreciate its features, where appropriate.

- (ii) Whether the subdivision enables identification and protection of areas containing nature conservation values.
- (iii) Whether the lot size and dimensions are sufficient and appropriate to provide protection to the area, item or site.
- (iv) Whether the subdivision enables or enhances the retention of the essential character and values of the area, item or site, including any proposed preservation programme.
- (v) Whether the subdivision will allow development on, or use of, the site without adversely affecting the character and values of the area, item or site and its environs.
- (vi) Any need to restrict the location or bulk of future buildings on the lot.

(b) Subdivisions of Land in the Rural General, Rural Lifestyle, Gibbston Character, Bendemeer Zones the Rural Residential area at the north of Lake Hayes, and the Quail Rise Zone (Activity Area R2)

- (i) The extent to which subdivision, the location of Residential Building Platforms and proposed development maintains and enhances:
- (a) rural character
 - (b) landscape values
 - (c) heritage values
 - (d) visual amenity
 - (e) life supporting capacity of soils, vegetation and water
 - (f) infrastructure, traffic access and safety
 - (g) public access to and along lakes and rivers
- (ii) The extent to which subdivision, the location of residential building platforms and proposed development may adversely affect adjoining land uses.
- (iii) The extent to which subdivision, the location of residential building platforms and proposed development may be serviced by a potable water supply, reticulated sewerage or on-site sewage disposal within the lot, telecommunications and electricity.

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- (iv) The extent to which subdivision, the location of residential building platforms and proposed redevelopment may be adversely affected by natural hazards or exacerbate a natural hazard situation, particularly within the Rural Lifestyle Zone at Makarora.

Also refer to Part 15.2.10.1.

- (v) Consideration of the long term development of the entire property.
- (vi) Whether the subdivision will result in the loss of the life supporting capacity of soils.
- (vii) In the Bendemeer Special Zone the extent to which subdivision, the location of Residential Building Platforms and proposed development maintains and does not compromise the ice sculptured legibility of the land within the zone particularly when viewed from State Highway 6 to the south of the zone, Morven Ferry and Arrow Junction Roads and any other public places to the south, excluding the Crown Range Road.
- (viii) Subdivision and location of residential building platforms in R2 (Design Urban Edge) Activity Area of the Quail Rise Zone – Controlled Activity

In considering the subdivision design of the R2 (Design Urban Edge) Activity Area the Council shall consider:

- a. The location of residential building platforms in positions where future houses will not be visible from State Highway 6. In determining this the Council shall take into account the deferment of residential development within the R2 (Design Urban Edge) Activity Area for five years from the completion of the landscaping works in the G (Design Urban Edge) Activity Area to allow growth in the vegetation screening;
- b. Structure landscaping work within the R2 (Design Urban Edge) Activity Area to compliment the purpose of the G (Design Urban Edge) Activity Area landscaping work, including the protection of any existing trees proposed landscaping and earthworks;

- c. Street lighting designed to avoid any potential effects of street lighting when viewed from State Highway 6 by means of design, location and height of such street lighting;

- d. The need for covenants or consent notices on the resultant titles as follows:

- (i) Acknowledging that the purpose of landscaping work within the G (Design Urban Edge) and R2 (Design Urban Edge) Activity Area is to make buildings within the R2 (Design Urban Edge) Activity Area not visible from SH 6; and
- (ii) Prohibiting and future landowner from making complaints, request or resource consent applications to the Council for the topping or removal of vegetation from the G (Design Urban Edge) Activity Area.

- (ix) In considering the appropriateness of the form and density of development in the Makarora Rural Lifestyle Zone the following matters shall be taken into account:

- a. whether and to what extent there is the opportunity for the aggregation of built development to utilise common access ways including pedestrian linkages, services and commonly-held open space (ie. open space held in one title whether jointly or otherwise).
- b. whether and to what extent development is concentrated/clustered in areas with a high potential to absorb development while retaining areas which are more sensitive in their natural state.

- (x) In considering whether or not to grant consent or impose conditions in respect of subdivision and the location of residential building platforms in the Rural General Zone, the Council shall apply Rules 5.4.1 and 5.4.2.1 and shall have regard to, but not be limited to, the relevant assessment matters in Rules 5.4.2.2 and 5.4.2.3

(c) Gibbston Character Zone – Assessment Matters

- A) Effects on Gibbston Valley's character

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In considering whether the adverse effects (including potential effects of the eventual construction and use of buildings and associated spaces) on Gibbston Valley's character are avoided, remedied or mitigated, the following matters shall be taken into account:

- (i) where the site is adjacent to an Outstanding Natural Landscape or Feature, whether and the extent to which the visual effects of the development proposed will compromise any open character of the adjacent Outstanding Natural Landscape or Feature;
- (ii) whether the scale and nature of the development will compromise the productive potential, amenity or character of the surrounding Gibbston Valley;
- (iii) whether the development will degrade the amenity or character of the surrounding Gibbston Valley by causing over-domestication of the landscape.

B) Visibility of development

In considering whether the development will result in a loss of the viticultural or arcadian pastoral character of the landscape the Council shall have regard to whether and the extent to which:

- (i) the proposed development is highly visible when viewed from any public roads and other public places which are frequented by the public, or is visible from SH6;
- (ii) development which is highly visible or visible pursuant to (i) above is appropriate within Gibbston Valley;
- (iii) the proposed development is likely to be visually prominent such that it dominates or detracts from views otherwise characterised by viticultural or cultural landscapes.
- (iv) there is opportunity for screening or other mitigation by any proposed method such as earthworks and/or new planting which does not detract from the existing natural topography;

- (v) the subject site and wider visual amenity landscape of which it forms part is enclosed by any confining elements of topography and/or vegetation;
- (vi) any residential building platforms proposed pursuant to rule 15.2.3.3 will give rise to any structures being located where they will break the line and form of any skylines, ridges, hills or prominent slopes;
- (vii) any proposed roads, earthworks and landscaping will change the line of the landscape or affect the viticultural landscape particularly with respect to elements which are inconsistent with the existing natural topography;
- (viii) boundaries follow, wherever reasonably possible and practicable, the natural lines of the landscape and/or landscape units.

C) Rural Amenities

In considering the potential effect of the proposed development on rural amenities, the following matters shall be taken into account:

- (i) whether the proposed development maintains adequate and appropriate visual access to open space and views across Arcadian pastoral landscape from SH6 and other public places; and from adjacent land where views are sought to be maintained;
- (ii) whether the proposed development compromises the ability to undertake viticultural activities on surrounding land;
- (iii) whether the proposed development is likely to require infrastructure consistent with urban landscapes such as street lighting, curb and channelling and impervious surfaces other than roads, particularly in relation to SH6 frontages;
- (iv) whether landscaping, including fencing and entrance ways, are consistent with traditional rural elements, particularly where they front SH6.

D) Form and Density of Development

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In considering the appropriateness of the form and density of development the following matters shall be taken into account:

- (i) whether and to what extent there is the opportunity to utilise existing natural topography to ensure that the development is located where it is not highly visible when viewed from any public roads and other public places frequented by the public, or visible from SH6.
- (ii) whether and to what extent there is the opportunity for the aggregation of built development to utilise common access ways including pedestrian linkages, services and commonly-held open space (ie. open space held in one title whether jointly or otherwise).
- (iii) whether and to what extent development is concentrated in areas with a high potential to absorb development while retaining areas which are more sensitive in their natural state;
- (iv) whether and to what extent the proposed development, if it is visible, does not introduce densities which reflect those characteristic of urban areas.

E) Cumulative Effects of Development on the Landscape

In considering whether and the extent to which the granting of the consent may give rise to adverse cumulative adverse effects on the viticultural or Arcadian pastoral character of the landscape with particular regard to the inappropriate domestication of the landscape, the following matters shall be taken into account:

- (i) the assessment matters detailed in (a) to (d) above;
- (ii) the nature and extent of existing development within the vicinity or locality;
- (iii) whether the proposed development is likely to lead to further degradation or domestication of the landscape such that the

existing development and/or land use represents a threshold with respect to the vicinity's ability to absorb further change;

- (iv) whether further development as proposed will visually compromise the existing viticultural and Arcadian pastoral character of the landscape by exacerbating existing and potential adverse effects;
- (v) whether the potential for the development to cause cumulative adverse effects may be avoided, remedied or mitigated by way of covenant, consent notice or other legal instrument (including covenants controlling or preventing future buildings and/or landscaping, and covenants controlling or preventing future subdivision which may be volunteered by the applicant).

Note: For the purposes of this assessment matter the term "vicinity" generally means an area of land containing the site subject to the application plus adjoining or surrounding land (whether or not in the same ownership) contained within the same view or vista as viewed from:

- State Highway 6, or
- from any other public roads or public place frequented by the public and which is readily visible from that other public road or public place; or
- from adjacent or nearby residences.

The "vicinity or locality" to be assessed for cumulative effect will vary in size with the scale of the landscape i.e. when viewed from the road, this "vicinity", will generally be 1.1 kilometre in either direction.

(d) Northlake Special Zone – Assessment Matters

- (i) In considering whether to grant consent for subdivision in accordance with Rule 15.2.3.3(x) the Council shall have regard to, but not be limited by, the following assessment matter:
 - (a) The extent to which the proposed subdivision may preclude or adversely affect the integrated planning and development, development and approval of any of Activity Areas B1 to B5, C1 to C4 and D1.

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15.2.4 Developments

15.2.4.1 General Provisions

- (i) The following rules apply only to the Hydro Generation Sub-Zone.
- (ii) In considering any resource consent application in relation to financial contributions, Rule 15.2.5 shall apply.

15.2.4.2 Activities

The following shall be **Controlled Activities**. The matters in respect of which the Council has reserved control are listed with each activity.

- (i) Development within the Hydro Generation Zone. Council's control shall be limited to matters specified in 15.2.5.

15.2.4.3 Assessment Matters for Resource Consents

In considering whether or not to impose conditions in respect to developments in the Hydro Generation Zone, the Council shall have regard to, but not be limited by, the assessment matters for subdivision consent relating to water supply, stormwater disposal, sewage treatment and disposal, trade waste disposal, energy supply and telecommunications, property access, open space and recreation (as specified in the relevant subdivision standard) as though the application for the development was for a subdivision activity.

In addition, the Council may take into account any provision made as part of an application for a development to provide or include any of the items set out in Clause 15.2.4.2 (i) and (ii) above.

15.2.5 Financial Contributions

15.2.5.1 Purpose

The Local Government Act 2002 provides the Council with an avenue to recover growth related capital expenditure from subdivision and development via the imposition of development contributions. The Council has now

formulated a development contribution policy as part of its Long Term Community Plan and actively imposes development contributions via this process.

The rules in this section of the plan are therefore limited to the imposition of a financial contribution as a condition of a resource consent for a development as follows:

- (a) In relation to a development within the Hydro Generation Zones.

The Council acknowledges that Millbrook Country Club has already paid financial contributions for water and sewerage for demand up to a peak of 5000 people. The 5000 people is made up of hotel guests, day staff, visitors and residents. Should demand exceed this then further development contributions will be levied under the Local Government Act 2002.

15.2.5.2 Financial Contributions for Open Space and Recreation - Developments

i Hydro Generation Activities

Purpose

A financial contribution may be included as a condition of a resource consent for any other development for the purposes of providing land and/or facilities for open space, recreation and public amenity within the Hydro Generation Zone.

Form

- (a) Payment of money
- (b) Land
- (c) Any combination of the above.

Maximum Contribution for Hydro Generation Activities

0.5% of the value of the development once that value exceeds \$5,000,000.00

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Value of Development

The value of development shall be the cost of the development at the date on which the resource consent is granted, and shall include the cost of all improvements forming part of the development but not include the value of the site of the proposed development.

ii Credit

If, preceding the lodging of the application for a resource consent for any development, any payment in respect of the subdivision of the land comprising the site of the proposed development has been made to the Council for the purposes of providing land and/or facilities for open space and recreation, the amount of that payment shall be deducted from the maximum amount payable.

15.2.5.3 General Provisions - Financial Contributions for Open Space and Recreation (Hydro Generation Zone only)

- (i) These provisions shall apply to all financial contributions made for the purposes of open space and recreation on subdivision or development within the Hydro Generation Zone.
- (ii) All financial contributions shall be GST inclusive.
- (iii) Where the financial contribution is or includes a payment of money, the Council may specify in the condition:
 - (a) The amount to be paid by the consent holder or the method by which the amount of the payment shall be determined;
 - (b) How payment is to be made, including whether payment is to be made by instalments;
 - (c) When payment shall be made;
 - (d) Whether the amount of the payment is to bear interest and if so, the rate of interest;

(e) If the amount of the payment is to be adjusted to take account of inflation and if so, how the amount is to be adjusted;

(f) Whether there are any penalties to be imposed for default in payment and if so, the amount of the penalty or formula by which the penalty is to be calculated.

(iv) Whether financial contribution is or includes land, the value of the land shall be determined by the Council. In granting a consent the Council shall in its decision give reasons for its assessment of the value of the land.

(v) Whether financial contribution is or includes land, the Council may specify:

(a) The location and area of the land;

(b) When and how the land is to be transferred to or vested in the Council.

(vi) The Council may require a bond to be given for the performance of any condition requiring that a financial contribution be made. The value of the bond will be a maximum of 200% of the cost of the financial contribution, depending on the length of time the bond is to be in place and according to the nature of the proposal for which the bond is required to secure.

15.2.6 Lot Sizes, Averages and Dimensions

15.2.6.1 Controlled Subdivision Activities - Lot Sizes and Dimensions

Except where specified as Discretionary or Non-Complying Subdivision Activities in Rules 15.2.3.3 and 15.2.3.4, any subdivision of land in any zone, which complies with all of the Site and Zone Subdivision Standards, is a **Controlled Subdivision Activity**, with the Council reserving control in respect of the following:

- i Lot sizes and dimensions for subdivisions of land in the Town Centre, Corner Shopping Centre, Remarkables Park, Resort and Visitor Zones.
- ii Sizes and dimensions of lots for access, utilities, reserves and roads.

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- iii There will be no minimum lot sizes or areas for hydro development activities and subdivision.

15.2.6.2 Site Subdivision Standards - Lot Sizes and Dimensions

Except where specified as a Non-Complying Subdivision Activity in Rule 15.2.3.4, any subdivision of land which complies with all of the Zone Subdivision Standards, but does not comply with any one or more of the following Site Subdivision Standards shall be a **Discretionary Subdivision Activity**, with the exercise of the Council's discretion limited to the matter(s) subject to that standard.

i Lot Sizes

- (a) No lots to be created by subdivision, including balance lots, shall have a net area less than the minimum specified for each zone in the Table below, except as provided for in 15.2.6.3 (c), (d), and (e) below.

Zone	Minimum Lot Area
Hydro Generation	20 hectares

- (b) The minimum lot size for subdivision within the Residential (Hanley Downs) Activity Area (R(HD) and R(HD-SH) of the Jacks Point Resort Zone shall be 550m².

ii Lot Dimensions

The dimensions of all lots created by subdivision in the following zones, other than lots for access, utilities, reserves and roads, shall be such that they can accommodate a square of the dimensions specified below:

Residential and Township Zones	15m x 15m
Rural-Residential Zone	30m x 30m

iii Certification of Allotments

Applications for certification of allotments on an existing Survey Plan pursuant to section 226(1)(e)(ii) of the Act are to be in accordance with the requirements of the District Plan. Allotments for certification are required to have all services to the boundary and roading as if the allotment were of a subdivision application. All title boundaries to be created by certification that are within proximity to structures must not create a non-complying structure in accordance with the Building Act 1991 or a non-complying activity in accordance with the District Plan.

iv Lot Averages

- (a) The total lots to be created by subdivision, including balance lots, shall not be less than the average specified for each zone:

Zone	Average
Rural Residential at the North end of Lake Hayes	8000m ²
Shotover Country Special Zone - Activity Areas 1a – 1e	750 m ²

- (b) For the purposes of calculating any average, the following three titles at the north of Lake Hayes shall include the area previously taken from those titles (at their southern end) as a Wildlife Management Reserve, as described below:

Legal Description of land owned	Land taken from these lots as Wildlife Management Reserve
Lot 1 DP 27445	Lot 4 DP 15096
Lot 1 DP 26803	Lot 5 DP 15096
Lot 2 DP 26803	

- (c) The total lots to be created by subdivision, other than lots for access, utilities, reserves and roads, shall not be greater than the average specified for each zone

Zone	Average
Quail Rise Zone Activity Area R1	1500m ²

- (d) In the R(HD) and R(HD-SH) Activity Areas of the Hanley Downs area of the Jacks Point Resort Zone, subdivisions shall comply with the density requirements set-out in Rule 12.2.5.2xviii.

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v Boundary Planting – Rural Residential sub-zone at Bobs Cove

Within the Rural Residential sub-zone at Bobs Cove, where the 15 metre building Restriction Area adjoins a development area, it shall be planted in indigenous tree and shrub species common to the area, at a density of one plant per square metre; and

Where a building is proposed within 50 metres of the Glenorchy-Queenstown Road, such indigenous planting shall be established to a height of 2 metres and shall have survived for at least 18 months prior to any residential buildings being erected.

vi Shotover Country Special Zone – Park and Ride Facility

Areas developed as part of any park and ride facility shall vest in Council as Local Purpose Reserve (car parking).

vii Hanley Downs Structure Plan

In that part of the Jacks Point Resort Zone covered by the Hanley Downs Structure Plan, subdivision shall be in general accordance with the Hanley Downs Structure Plan. For the purposes of interpreting this rule, the following shall apply:

- (a) A variance of up to 120m from the location and alignment shown on the Structure Plan of the Primary Road, and its intersection with State Highway 6, shall be acceptable
- (b) Trails and secondary roads may be otherwise located and follow different alignments provided that alignment enables a similar journey
- (c) Subdivision shall facilitate a road connection at all Key Road Connections shown on the Hanley Downs Structure Plan which will enable vehicular access to roads which connect with the Primary Road, provided that a variance of up to 50m from the location of the connection shown on the Structure Plan shall be acceptable.
- (d) Open Space Areas are shown indicatively, with their exact location and dimensions to be established through the subdivision process.

15.2.6.3 Zone Subdivision Standards – Lot Sizes and Dimensions

Any subdivision of land that does not comply with any one or more of the following Zone Standards shall be a **Non-Complying Subdivision Activity**.

i Lot Sizes

- (a) No lots to be created by subdivision, including balance lots, shall have a net area less than the minimum specified for each zone in the Table below, **except** as provided for in (c), (d) and (e) below.

Zone	Minimum Lot Area
Rural Residential (excluding Rural Residential sub-zone at Bob's Cove)	4000m ²
Rural Residential at Bob's Cove sub-zone	No minimum – Controlled Activity Provided the total lots to be created by subdivision (including the balance of the site within the zone) shall have an average of at least 4000m ²
In the Ferry Hill Rural Residential sub-zone	4000m ² – with up to a maximum of 17 rural residential allotments
Rural General	No minimum discretionary activity
Hydro Generation	No minimum – Controlled Activity
Gibbston Character	No Minimum – Discretionary Activity
Rural-Lifestyle	In all Rural Lifestyle Zones (except the Makarora Rural Lifestyle Zone): 1 ha provided that the total lots to be created by subdivision (including balance of the site within the zone) shall not have an average less than 2 hectares In the Makarora Rural Lifestyle Zone the total lots to be created by subdivision (including balance of the site within the zone) shall not have an average less than 2 hectares.

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Resort (excluding the R(HD) and R(HD-SH) Activity Areas of the Jacks Point Resort Zone)	No Minimum – Controlled Activity
Rural Visitor	No Minimum – Controlled Activity
Remarkables Park	Activity Area 1 600m ² Activity Areas 2a-8 – No Minimum controlled activity
Low Density Residential	Arthurs Point 800m ² Queenstown Heights Area 1500m ² Wanaka 700m ² Elsewhere 600m ²
High Density Residential	450m ²
Residential Arrowtown (Historic)	800m ²
Frankton Flats Special Zone	No minimum – Controlled Activity
Deferred Rural Lifestyle A and B	No minimum, but each of the two parts of the zone identified on the planning map shall contain no more than two allotments.
Deferred Rural Lifestyle (Buffer)	The land in this zone shall be held in a single allotment
Frankton Flats Special Zone (B) – Activity Area D	3000m ²
Frankton Flats Special Zone (B) – Activity Areas A, C1, C2, E1, E2	No minimum
Northlake Special Zone	Activity Areas A & C4 4000m ² Activity Area C1 1200m ²

Note: In the Deferred Rural Lifestyle zones, deferment will be lifted at the point when a separate allotment for the Rural Lifestyle (Buffer) zone has been created. During the deferment, the rules of the Rural General zone shall apply, except that the creation of the allotment to form the buffer zone shown on the planning maps is a controlled activity.

Zone	Minimum Lot Area
The Townships:	
Kingston	800m ²

Glenorchy	800m ²
Lake Hawea	800m ²
Luggate	800m ²
Kinloch	800m ²
Makarora	1000m ²
Albert Town	800m ²
Riverside Stage 6 Subzone A	<ul style="list-style-type: none"> 50-55% of lots will be developed to a minimum area of 400m² Average lot size: 600m² Maximum lot size: 800m²
Riverside Stage 6 Subzone B	<ul style="list-style-type: none"> Average lot size: 800m² (minimum 700m², maximum 1000m²)
Riverside Stage 6 Subzone C	<ul style="list-style-type: none"> Minimum 1,000m², maximum 2000m²
Penrith Park	Activity Area 1 3000m ² Activity Area 2 1000m ²
Bendemeer	Activity Area 1 1500m ² Activity Area 2 2000m ² Activity Area 3 2500m ² Activity Area 4 3000m ² Activity Area 5 4000m ² Activity Area 6 6000m ² Activity Area 7 7000m ² Activity Area 8 5000m ² Activity Area 9 17500m ² Activity Area 10 7500m ² Activity Area 11 20 hectares
Queenstown Town Centre – including:	No Minimum – Controlled Activity
<ul style="list-style-type: none"> The Lakeview sub-zone; The Isle Street sub-zones (West and East) 	

Zone	Minimum Lot Area
Arrowtown South Special Zone	Activity Area - Residential 600m ²
	Activity Area – Rural Living 1,500 m ² provided that the total lots to be

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	created by subdivision for building platforms within the Arrowtown South Special Zone shall not have an average less than 4,000m ²
Activity Area - Open Space	No Minimum

Note: Also refer to Rules 12.32.3.2 (i), (ii) and (iii)

Zone	Minimum Lot Area
Quail Rise	Activity Area G,R, R1, R2 and R2 (Design Urban Edge) and R2 (A)-(D) – no minimum Activity Area RR 4000m ²
Wanaka Town Centre	No Minimum – Controlled Activity
Arrowtown Town Centre	No Minimum – Controlled Activity
Business	200m ²
Industrial	200m ²

Zone	Minimum Lot Area
Three Parks	
LDR (Three Parks)	No minimum – controlled activity
MDR subzone (Three Parks)	No minimum – controlled activity
Commercial Core (Three Parks) –	No minimum – controlled activity
Business (Three Parks) –	1000 m ² ; Except that the minimum lot size shall be 200m ² where the subdivision is part of a complying combined land use/ subdivision consent application or where each lot to be created, and the original lot, all contain at least one business unit.

Tourism and Community Facilities subzone (Three Parks)	2000 m ² <i>The purpose of this rule is to encourage comprehensive, large lot developments.</i>
Shotover Country Special Zone	Activity Area 1a - 1e 500 m ² Activity Area 2a 300 m ² Activity Area 2b and 2c 450 m ² Activity Area 3 450 m ² Activity Area 4 2500 m ² Activity Area 5a - 5e No minimum

No minimum allotment size shall apply in the Low and High Density Residential Zones and the Shotover Country Special Zone where each allotment to be created, and the original allotment, all contain at least one residential unit.

Zone	Minimum Lot Area
Ballantyne Road Mixed Use Zone	Activity Area C – 3000m ² Activity Area D – 1000m ² All other Activity Areas - No minimum lot size. All subdivision shall be in accordance with an Outline Development Plan approved pursuant to Rule 12.24.3.2 i.

Subdivisions in all Activity Areas must result in lots capable of accommodating buildings and uses in accordance with the permitted and controlled activity rules and site and zone standards for the particular zone in which the site(s) is located, and the requirements of Section 14 – Transport.

The following minimum and maximum allotment sizes shall apply within the Kingston Village Special Zone:

Zone	Minimum Lot Area
Kingston Village Special Zone	Activity Area 1a: Minimum 350m ² maximum 500m ²
	Activity Area 1b: Minimum 450m ² Maximum 700m ²
	Activity Area 1c: Minimum 700m ²
	Activity Area 2, 3 and 4: No minimum

Within the Kingston Village Special Zone all subdivision will be undertaken in general accordance with the Kingston Village Special Zone Structure Plan.

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- (i) No minimum allotment size shall apply in Activity Area 1(a) of the Kingston Village Special Zone where the subdivision is lodged concurrently with and is for the purposes of comprehensive housing or a retirement village undertaken pursuant to discretionary activity 12.28.3.3(vi)
- (ii) Bulk Title
Within the Kingston Village Special Zone, the maximum lot size shall not apply where:
- the proposed lot size is greater than 1000m²; and
 - the subdivision application identifies how it will achieve the lot sizes and framework of the Kingston Village Special Zone Structure Plan, in particular, how the above minimum and maximum lot sizes can be achieved at a later stage (i.e. the next subdivision; and
 - The road layout of the Road Layout Plan within the Kingston Village Special Zone Subdivision Guidelines (2010) is achieved.

Zone	Minimum Lot Area
Mount Cardrona Station Special Zone	Activity Area 1 – No minimum
	Activity Area 2a – 200m ²
	Activity Area 2b – 250m ²
	Activity Area 3 – 300m ² (minimum average 350m ²)
	Activity Area 4 – 800m ²
	Activity Area 5a and 5b – No minimum
	Activity Area 6 – No minimum
	Activity Area 7 – No minimum

Except:

In the Mount Cardrona Station Special Zone:

- (i) No minimum allotment size shall apply in Activity Area 2a and 2b where each allotment to be created and the original allotment all contain at least one residential unit. This exclusion shall not apply where any of the lots to be created contains only a secondary unit.

NB: for the purposes of this Rule, the term residential unit does not include secondary unit.

Zone	Minimum Lot Area
Industrial B Zone	1000 m ² ; Except that the minimum lot size shall be 200m ² where the subdivision is part of a complying combined land use/ subdivision consent application or where each lot to be created, and the original lot, all contain at least one business unit.

(b) Boundary Adjustments

Where there are two or more existing lots which have separate Certificates of Title, new lots may be created by subdivision for the purpose of an adjustment of the boundaries between the existing lots, provided:

- the building platform is retained.
- no additional separately saleable lots are created.
- the areas of the resultant lots comply with the minimum lot size requirement for the zone.

Note: This standard does not apply to the Rural General zone. Refer to Rule (bb) below.

(bb) Boundary Adjustments - Rural General Zone

The standards for lot sizes for allotments created by boundary adjustment in the Rural General Zone are:

- each of the existing lots must have a separate Certificate of Title.
- Any approved residential building platform must be retained in its approved location; and
- No new residential building platforms shall be identified and approved as part of the boundary adjustment; and

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- (iv) There must be no change in the number of residential building platforms or residential buildings per lot; and
- (v) There must be no change in the number of non-residential buildings per lot; and
- (vi) The adjusted boundaries must not create non-compliance with any Part 5 Rural General Zone site and zone standards;
- (vii) No additional saleable lots shall be created.

(c) The standards for lot sizes for allotments created by boundary adjustment in the Rural General Zone are:

- (i) each of the existing lots must have a separate Certificate of Title.
- (ii) Any approved residential building platform must be retained in its approved location; and
- (iii) No new residential building platforms shall be identified and approved as part of the boundary adjustment; and
- (iv) There must be no change in the number of residential building platforms or residential buildings per lot; and
- (v) There must be no change in the number of non-residential buildings per lot; and
- (vi) The adjusted boundaries must not create non-compliance with any Part 5 Rural General Zone site and zone standards;
- (vii) No additional saleable lots shall be created.

(d) Access, Utilities, Roads and Reserves

Notwithstanding 15.2.6.2 and 15.2.6.3 i(a) above, there shall be no specified minimum lot sizes or dimensions in any zone for lots for access, utilities, roads and reserves.

(e) Savings as to Previous Approvals (Existing Use Rights)

Notwithstanding 15.2.6.2 and 15.2.6.3 i(a) above:

there shall be no minimum lot sizes or dimensions in any zone, for vacant shares of fee simple titles over which there is/are existing cross leases or company leases or for unit titles where a proposed unit development plan has been granted subdivision consent, provided all relevant rules applicable within the zone are complied with by the building(s) erected or to be erected on the respective cross lease, company lease or unit title; where a certificate of compliance has been issued for a building and that certificate has not lapsed, and where a lot is to be created after the erection of that building, or the subdivision and building consents are issued in conjunction, the minimum area of the lot shall be the area of the site of the building as approved by the certificate of compliance.

(f) Areas of Significant Indigenous Vegetation, Heritage Items and Archaeological Sites

Notwithstanding 15.2.6.2 and 15.2.6.3 i(a) above, there shall be no specified minimum lot sizes or dimensions in any zone for lots containing Areas of Outstanding Natural Conservation Value listed in Appendix 5 or Heritage Items or Archaeological Sites listed in Appendix 3, provided:

- (i) the area of the land contained within the lot shall only be that area sufficient for the protection of the listed area, site or item;
- (ii) any balance area of land, which does not conform with the requirements of 15.2.6.2 and 15.2.6.3 i(a) above, shall be amalgamated with land in an adjoining Certificate of Title;
- (iii) a certificate is provided to the Council from the Department of Conservation in the case of areas in Appendix 5 or the New Zealand Historic Places Trust in the case of sites or items in Appendix 3, certifying that the area, site or item is worthy of protection.

(g) Riverside Stage 6 – Albert Town

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Any subdivision of the Riverside Stage 6 site at Albert Town shall include consent notice on each resultant certificate of title that requires:

- (i) adherence to the built form guidelines;
- (ii) adherence to insulation requirements; and
- (iii) restrictions on the use of solid fuel burners;
- (iv) for any habitable room within 80m of the State Highway 6 carriageway either:
 - adherence to building standard AS/NZS2107:2000, and provision of a certificate from a recognised acoustic engineer stating that the proposed construction will achieve the internal design noise level; or
 - adherence to the requirements set out in the Noise Insulation Construction Schedule, table 1 in part 15.2.6.3(i)(g)

as contained within the Riverside Stage 6 Outline Development Master Plan approved pursuant to Rule 9.2.5.2(viii).

For the purpose of providing secondary rear access lanes the minimum width of any secondary rear access lane shall be 5m (min) and 6m (max).

Any subdivision of the Riverside Stage 6 site at Albert Town shall include a covenant on each resultant certificate of title within Subzone 'C' that prevents the further subdivision of these allotments.

Table 1: Noise insulation construction schedule

Building element	Minimum construction requirement	
External walls of habitable rooms	Stud walls:	20mm timber or 9mm compressed fibre cement sheet over timber frame (100mm x 50mm)*
	Exterior cladding	
	Cavity infill:	Fibrous acoustic blanket (batts or similar of a minimum mass of 9kg/m ³) required in cavity for all external walls. Minimum 90mm wall cavity.
	Interior lining:	One layer of 12mm gypsum plasterboard. Where exterior walls have continuous cladding with a mass of greater than

	Combined superficial density:	25kg/m ² (e.g. brick veneer or minimum 25mm stucco plaster), internal wall linings need to be no thicker than 10mm gypsum plaster board.
	Mass walls	Minimum of not less than 25kg/m ² being the combined mass of external and internal linings excluding structural elements (e.g. window frames or wall studs) with no less than 10kg/m ² on each side of structural elements.
Glazed Areas of Habitable Rooms	Glazed areas up to 10% of floor area:	190mm concrete block, strapped and lined internally with 10mm gypsum plaster board, or 150mm concrete wall.
	Glazed areas between 10% and 35% of floor area:	6mm glazing single float
	Glazed areas greater than 35% of floor area:	6mm laminated glazing
	Frames to be aluminium with compression seals	Require a specialist acoustic report to show conformance with the insulation rule.
Skillion Roof	Cladding:	0.5mm profiled steel or 6mm corrugated fibre cement, or membrane over 15mm thick ply, or concrete or clay tiles.
	Sarking:	17mm plywood (no gaps)
	Frame:	Minimum 100mm gap with fibrous acoustic blanket (batts or similar of a mass of 9kg/m ³)
	Ceiling:	Two layers of 10mm gypsum plaster board (no through ceiling lighting penetrations unless correctly acoustically rated). Fibrous acoustic blanket (batts or similar of a minimum mass of 9kg/m ³)
	Combined superficial density:	Combined mass of cladding and lining of not less than 25kg/m ² with no less than 10kg/m ² on each side of structural elements.
Pitched Roof (all roofs other	Cladding:	0.5mm profiled steel or tiles, or membrane over 15mm thick ply.

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than skillion roofs)	<p>Frame:</p> <p>Ceiling: Combined superficial density:</p>	<p>Timber truss with 100mm fibrous acoustic blanket (batts or similar of a minimum mass of 9kg/m³) required for all ceilings. 12mm gypsum plaster board. Combined mass with cladding and lining of not less than 25kg/m²</p>
Floor areas open to outside	<p>Cladding:</p> <p>Combined superficial density:</p>	<p>Under-floor areas of non-concrete slab type floors exposed to external sound will require a cladding layer lining the underside of floor joists of not less than 12mm ply.</p> <p>Floors to attain a combined mass not less than 25kg/m² for the floor layer and any external cladding (excluding floor joists or bearers)</p>
External Door to Habitable Rooms	Solid core door (min 25kg/m ²) with compression seals (where the door is exposed to exterior noise).	

Notes:

- * The table refers to common specifications for timber size. Nominal specifications may in some cases be slightly less than the common specifications stated in the schedule for timber size.
- In determining insulation performance of roof/ceiling arrangements, roof spaces are assumed to have no more than the casual ventilation typical of the joining capping and guttering detail used in normal construction.

(h) Mount Cardrona Station Special Zone

- (i) A covenant shall be registered on the title of each allotment within the Zone in favour of the Council that requires that any building shall be assessed by the Mount Cardrona Station Design Review Board, and that the building shall be constructed in accordance with the terms of the Design Review Board's approval for that building.

Note:

The Design Review Board shall comprise of at least four members agreed by the Council and the developer and shall include persons qualified in the following professions:

- landscape architect
- architect
- resource management planner

When assessing the design of any building the Design Review Board shall be guided by the Mount Cardrona Station Design Guidelines (2017).

- (ii) No allotments shall be created that transect the boundary between Activity Areas 1a, 1b, 1b, 2a, 2b, 3, 4, 5a or 5b and the adjacent Activity Area 6, 7a or 7b except those allotments created for the purposes of roads, access lots including driveways and walkways, reserves and or utilities.
- (iii) All subdivision shall be in general accordance with Structure Plan A - Mount Cardrona Station Structure Plan.
- (iv) Any subdivision consent creating an allotment or allotments within the MCSSZ shall include a condition or conditions providing for the following:
 - (a) All land shall be cleared of exotic weed species and animal pests, and maintained in that state. This shall require the submission of a Weed Management Plan.
 - (b) Clause (a) above shall be complied with on a continuing basis by the subdividing owner and subsequent owners and shall be the subject of consent notices to be registered under the Land Transfer Act 1952.
 - (c) This clause may be applied in stages as subdivision through the Zone proceeds.
- (v) Any subdivision consent creating an allotment or allotments with a

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boundary adjoining the 1m buffer separation from the Walter Little's water race (archaeological site F41/590) shall include a condition or conditions requiring that prior to certification under section 224(c) of the Act a post and wire or post and rail fence shall be constructed along the western boundary of those allotment(s) and any open spaces between the lots.

(i) Frankton Flats Special Zone (B)

- (i) Subdivisions must be in accordance with the Structure Plan.
- (ii) All subdivision shall ensure that those Required Roads that will provide access to and within the subdivision are created in accordance with the Structure Plan.

For the purposes of this rule "created" means:

- (a) That the road will be shown as a separate allotment on the subdivision plan and either vest in the Council or will be retained in private ownership with public access secured by an appropriate legal agreement between the Council and the owners of the road; and
- (b) Formed in accordance with the conditions of Council consent.
- (iii) Subdivisions in Activity Areas E1 and E2 must result in an arrangement of lots, unit titles, cross leases and company leases capable of accommodating buildings and uses in accordance with the permitted and controlled activity rules and Site and Zone standards for the particular Activity Area in which the site(s) is located and the requirements of Section 14 – Transport.

ii Lot Averages

- (a) The total lots to be created by subdivision(s), including balance lots, shall not be less than the average specified for each zone:

Zone	Average
Rural Residential at Bob's Cove sub-zone	4000m ²
Rural Lifestyle	2ha

- (b) For the purpose of calculating any average, any allotment greater than 4 hectares, including the balance, in the Rural Lifestyle Zone is deemed to be 4 hectares.

iii Building Platforms - Rural-General, Rural-Lifestyle, Gibbston Character, Bendemeer (Activity Areas 1-8 only).

(a) In the Rural Lifestyle and Bendemeer

every allotment created shall have **one** Residential Building Platform approved at the time of subdivision of not less than 70 m² in area and not greater than 1000 m² in area.

(b) In the Rural General (and Gibbston Character) Zones

Every allotment created shall have **one** Residential Building Platform approved at the time of the subdivision of not less than 70m² in area and not greater than 1000m² in area, **excluding lots created for the following purposes:**

- (i) access lots, including driveways and walkways;
- (ii) land subject to restrictive covenant, consent notice or other legal instrument that:
 - (a) prohibits buildings in the future; or
 - (b) protects nature conservation values; or
 - (c) maintains and enhances open space;
- (iii) esplanade strips or reserves;
- (iv) utilities;
- (v) boundary adjustments.
- (vi) any allotment created pursuant to a subdivision under Rule 15.2.3.3
- (vii)

iv Development Areas and Undomesticated Areas within the Rural Residential sub-zone at Bob's Cove

- (a) Within the Rural Residential sub-zone at Bob's Cove, at least 75% of the zone shall be set aside as undomesticated area, and shown on the

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Subdivision Plan as such, and given effect to by consent notice registered against the title of the lots created, to the benefit of all lot holders and the Council;

- (b) At least 50% of the 'undomesticated area' shall be retained, established, and maintained in indigenous vegetation with a closed canopy such that this area has total indigenous litter cover. This rule shall be given effect to by consent notice registered against the title of the lot created, to the benefit of the lot holder and the Council.
- (c) The remainder of the area shall be deemed to be the 'development area' and shall be shown on the Subdivision Plan as such, and given effect to by consent notice registered against the title of the lots created, to the benefit of all holders and the Council;
- (d) The landscaping and maintenance of the undomesticated area shall be detailed in a landscaping plan that is provided as part of any subdivision application. This Landscaping Plan shall identify the proposed species and shall provide details of the proposed maintenance programme to ensure a survival rate of at least 90% within the first 5 years; and

This area shall be established and maintained in indigenous vegetation by the subdividing owner and subsequent owners of any individual allotment on a continuing basis. Such areas shall be shown on the Subdivision Plan and given effect to by consent notice registered against the title of the lots.
- (e) Any lot created that adjoins the boundary with the Queenstown-Glenorchy Road shall include a 15 metre wide building restriction area, and such building restriction area shall be given effect to by consent notice registered against the title of the lot created, to the benefit of the lot holder and the Council.

v Building Platforms - Quail Rise Zone R2 (Design Urban Edge) and R2(D) Activity Areas

Every allotment created for residential purposes shall have one Residential Building Platform approved at the time of subdivision. That Residential Building Platform shall be no greater than 30% of the net site area.

vi The Ferry Hill Rural Residential Sub-Zone

- (a) Notwithstanding 15.2.6.3i(a) above, any subdivision of the Ferry Hill Rural Residential sub-zone shall be in accordance with the subdivision design as identified in Figure 15.1 the Concept Development Plan for the Ferry Hill Rural Residential sub-zone.
- (b) Lots 18 and 19 as shown on the Concept Development Plan for the Ferry Hill Rural Residential sub-zone shall be retained for Landscape Amenity Purposes and shall be held in undivided shares by the owners of Lots 1-8 and Lots 11-15 as shown on Figure 15.1 the Concept Development Plan.
- (c) Any application for subdivision consent shall:
 - (i) Provide for the creation of the landscape allotments(s) referred to in (b) above;
 - (ii) Be accompanied by details of the legal entity responsible for the future maintenance and administration of the allotments referred to in (b) above;
 - (iii) Be accompanied by a Landscape Plan which shows the species, number, and location of all plantings to be established, and shall include details of the proposed timeframes for all such plantings and a maintenance programme.
The landscape Plan shall ensure:
 - That the escarpment within Lots 18 and 19 as shown on Figure 15.1 the Concept Development Plan for the Ferry Hill Rural Residential sub-zone is planted with a predominance of indigenous species in a manner which enhances naturalness; and
 - That residential development is subject to screening along Tucker Beach Road,
- (d) Plantings at the foot of, on, and above the escarpment within Lots 18 and 19 as shown on Figure 15.1 the Concept Development Plan for

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the Ferry Hill Rural Residential sub-zone shall include indigenous trees, shrubs, and tussock grasses.

Plantings elsewhere may include Lombardy poplar, willow, larch, maple as well as indigenous species.

- (e) The on-going maintenance of plantings established in terms of (c) above shall be subject to a condition of resource consent, and given effect to by way of consent notice that is to be registered on the title and deemed to be a covenant pursuant to section 221(4) of the Act.
- (f) Any subdivision shall be subject to a condition of resource consent that no buildings shall be located outside the building platforms shown on Figure 15.1 the Concept Development Plan for the Ferry Hill Rural Residential sub-zone. The condition shall be subject to a consent notice that is registered on the title and deemed to be a covenant pursuant to section 221(4) of the Act.
- (g) Any subdivision of Lots 1 and 2DP 26910 shall be subject to a condition of resource consent that no residential units shall be located and no subdivision shall occur on those parts of Lots 1 and 2 DP 26910 zoned Rural General as shown as “NO BUILD ZONE” on Paterson Pitts Partners Ltd Building Platform Locations Plan No Q.4700.04-3C, which plan is reproduced as Figure 15.1 of the District Plan. The condition shall be subject to a consent notice that is to be registered and deemed to be a covenant pursuant to section 221(4) of the Act.

vii The creation of rear sites in the Three Parks Zone

- (a) In any subzone other than the MDR subzone, no more than 10% of all sites shown on a subdivision scheme plan may be “rear sites”; and
- (b) In the MDR subzone, there shall be no rear sites shown on a subdivision scheme plan; provided that
- (c) Any rear sites resulting from the subdivision of an existing building shall not be deemed to be ‘rear sites’ for the purpose of either standard 15.2.6.3 (vii)(a) or 15.2.6.3 (vii)(b).

Note: Refer Section D for a definition of ‘rear site’.

viii The creation of rear sites in the Industrial B Zone

No more than 10% of all sites shown on a subdivision scheme plan may be “rear sites”; except that

- (a) Any rear sites resulting from the subdivision of an existing building shall not be deemed to be ‘rear sites’ for the purpose of standard 15.2.6.3.

Note: Refer Section D for a definition of ‘rear site’.

- ix **In the Industrial B Zone, any application for subdivision within the fixed open space areas** identified on the Connell Terrace Precinct Structure Plan prior to 70% of the western boundary planting in combination with the mounding having reached a minimum combined height of 6 metres and a continuous screen in the horizontal plane

- x **Within the Connell Terrace Precinct of the Industrial B Zone, any application for subdivision of the Special Use Area A from the adjoining open space area.**

- xi **Within the Northlake Special Zone Activity Area E1 shall be held in not more than one allotment.**

- xii **Subdivision within the Ballantyne Road Low Density Residential Zone**

- a) Any subdivision of land contained within **Figure 15.2 Ballantyne Road Low Density Residential Zone Structure Plan** shall be subject to the following conditions of resource consent for those titles that extend along the south eastern boundary and which include or adjoin the ‘15 metre wide No Build Area’ identified on Planning Map 23 and Figure 15.2 Ballantyne Road Low Density Residential Zone Structure Plan:
 - i. All buildings shall be subject to a 5.5 metre maximum height limit taken from existing ground level.
 - ii. No buildings are permitted within the ‘15 metre wide No Build Area’ identified on the Structure Plan.
 - iii. All planting and mounding established within the ‘15 metre wide No Build Area’ identified on Figure 15.2. Ballantyne

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Road Low Density Residential Zone Structure Plan shall be maintained by the landowner of each lot once a Code of Compliance certificate is issued under the Building Act for each dwelling on site.

- b) The conditions set out in a) (i) to (iii) shall be subject to the consent notice that is registered on the respective titles and is deemed to be a covenant pursuant to section 221(4) of the Act.

xiii Subdivision within the Peninsula Bay North Low Density Residential Zone. As shown in Figure 15.5 Peninsula Bay North Structure Plan.

- (a) Subdivision and development shall be undertaken in general accordance with the Peninsula Bay North Structure Plan shown in Figure 15.5.
- (b) The maximum area of residential allotments shall be 4700m², excluding the access lot.
- (c) There shall be a maximum of four residential allotments, excluding the access lot.
- (d) There shall not be more than one Residential Unit on each residential allotment, excluding the access lot upon which no buildings shall be constructed.
- (e) Buildings and structures shall not exceed the following heights above ground level as at 14 August 2017, as shown in the following locations on the Peninsula Bay North Structure Plan:
 - i. 5.5 metres on area 1 (ground level RL330.35 + building height of 5.5 metres = total RL 335.85);
 - ii. 5 metres on area 2 (ground level RL 330.65 + building height of 5 metres = total RL 335.65) and area 3 (ground level RL 330.45 + building height of 5 metres = total RL 335.45);
 - iii. 4.5 metres on area 4 (ground level RL 329.95 + building height of 4.5 metres = total RL 334.45).
- (f) No buildings shall be visible from Lake Wanaka.

- (g) All existing Kanuka shown on the Peninsula Bay North Structure Plan shall be retained.
- (h) Any boundaries that adjoin the Open Space Zone shall be fenced with a macrocarpa post and single rail fence, which shall be maintained and kept in good order. There shall be no other fencing along the boundary of the Open Space Zone with the exception of rabbit proof netting, including wire to facilitate the rabbit proof netting.
- (i) Within Area 4 as shown on the Peninsula Bay North Structure Plan:
 - i. all exterior surfaces of buildings shall be coloured in the range of greens, browns and greys and shall not have a reflectance value greater than 36%;
 - ii. exotic vegetation species shall be maintained to not exceed a height of more than 2m.
- (j) In addition to being addressed at the time of subdivision, the conditions set out in xiii (d) to (i) above shall be contained in a consent notice registered on the resultant computer freehold registers of the four residential allotments. The consent notice shall also state the following:
 - i. There shall be no further subdivision of any of the four residential allotments.

15.2.6.4 Assessment Matters for Resource Consents

In considering whether or not to grant consent or impose conditions in respect to lot sizes and dimensions, the Council shall have regard to, but not be limited by, the following assessment matters:

i Lot Size and Dimensions

- (a) Whether the lot is of sufficient area and dimensions to effectively fulfil the intended purpose or land use, having regard to the relevant standards for land uses in the zone;

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- (b) Whether the lot is of sufficient size, given the nature of the intended development and site factors and characteristics, for on-site disposal of sewage, stormwater or other wastes to avoid adverse environmental effects beyond the boundaries of the lot.
- (c) Whether the proposed lot is of a suitable slope to enable its safe and effective use for its anticipated purpose or land use, having regard to the relevant standards for land uses in the Zone.
- (d) The relationship of the proposed lots and their compatibility with the pattern of the adjoining subdivision and land use activities, and access.
- (e) Whether the lot is to be amalgamated and included in the same Certificate of Title with an adjoining parcel of land.
- (f) Whether there is the opportunity to enable the protection or restoration of a listed or non-listed heritage item or site which is considered to be of sufficient merit for its preservation or protection to be promoted in the context of a particular development.
- (g) In the Rural Residential zone at the north of Lake Hayes, whether and to what extent there is the opportunity to protect or restore wetland areas in order to assist in reducing the volume of nutrients entering Mill Creek and Lake Hayes.
- (h) Within the Shotover Country Special Zone, whether and the extent to which the lot size:
 - (i) Can be achieved without undermining or adversely affecting desirable urban outcomes promoted by the relevant Outline Development Plan.
 - (ii) Will achieve greater efficiency in the development and use of the land resource.
 - (iii) Will assist in achieving affordable or community housing.
 - (iv) Can be adequately serviced without adverse effect on infrastructural capacity.
- (v) Will achieve residential amenities such as privacy and good solar orientation.
- (i) With regard to proposals that breach one or more zone standard(s), whether and the extent to which the proposal will facilitate the provision of a range of Residential Activity that contributes to housing affordability in the District.
- (j) Subdivisions of Land in the Arrowtown South Special Zone

Subdivision in the Arrowtown South Special Zone shall be assessed against the applicable assessment matters set out in Section 12 of the District Plan.
- (k) Within the Northlake Special Zone, whether and the extent to which the lot size:
 - (i) Can be achieved without undermining or adversely affecting desirable outcomes promoted by any relevant consent with an Outline Development Plan.
 - (ii) Will achieve greater efficiency in the development and use of the land resource.
 - (iii) Will assist in achieving affordable or community housing.
 - (iv) Can be adequately serviced without adverse effect on infrastructural capacity.
 - (v) Will achieve residential amenities such as privacy and good solar orientation.
- (l) In the **R(HD) and R(HD-SH) Activity Areas of the** Hanley Downs area of the Jacks Point Zone, where subdivision of land within any Residential (Hanley Downs) Activity Area (R(HD) and R(HD-SH)) results in allotments less than 550m² in area –
 - i. The extent to which such sites are configured:
 - a. with good street frontage
 - b. to enable sunlight to existing and future residential units
 - c. to achieve an appropriate level of privacy between residential units.

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- ii. The extent to which parking, access and landscaping are configured in a manner which:
 - a. minimises the dominance of parking areas (including garages) and driveways at the street edge
 - b. provides for efficient use of the land
 - c. maximises pedestrian and vehicular safety
 - d. addresses nuisance effects such as from vehicle lights.
- iii. The extent to which:
 - (a) Public and private spaces are clearly demarcated, and ownership and management arrangements are proposed to appropriately manage spaces in common ownership.
 - (b) Design parameters are to be secured through an appropriate legal mechanism, with respect to:
 - i. height
 - ii. building mass
 - iii. window sizes and locations
 - iv. building setbacks
 - v. fence heights, locations and transparency
 - vi. building materials and
 - vii. landscaping
 in order to address:
 - i. Solar access
 - ii. Coherence with the character of the neighbourhood or other parts of Jacks Point
 - iii. Quality of private open space
 - iv. Privacy
 - v. Controls to avoid bland, monotonous or excessively repetitious built forms
 - vi. Passive surveillance of public spaces
 - vii. The visual impression of buildings when viewed from the street
 - viii. Waste management arrangements
 - ix. Potential effects on the cost of building
- (c) A design review process is necessary or appropriate and, if proposed, the robustness of this process.

15.2.7 Subdivision Design

15.2.7.1 Controlled Subdivision Activities - Subdivision Design

Except where specified as Discretionary or Non-Complying Subdivision Activities in Rules 15.2.3.3 and 15.2.3.4, any subdivision of land in any zone, which complies with all of the Site and Zone Subdivision Standards, is a **Controlled Subdivision Activity**, with the Council reserving control in respect of the following matters:

- The location of pedestrian access;
- The location of building platforms;
- The provision and/or use of open stormwater channels and wetland areas;
- Orientation of lots to optimise solar gain for buildings and developments;
- The effect of potential development within the subdivision on views from surrounding properties;
- The design, dimensions and location of, and access to, lots in Residential or Rural-Residential Zones, which adjoin Rural Zones;
- The scale and nature of earthworks and the disposal of excess material.

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- The concentration or clustering of built form in the Makarora Rural Lifestyle Zone to areas with high potential to absorb development while retaining areas which are more sensitive in their natural state.

In addition to the above, the following matters with respect to the Kingston Village Special Zone

- The consistency of the subdivision plan with the Kingston Village Special Zone Structure Plan.

In the Deferred Rural Lifestyle (A) and (B) and Deferred Rural Lifestyle (Buffer) zones, the Council reserves control over the following matters:

- lot boundaries;
- planting and fencing;
- the visibility of development from public places;
- the provision of services;
- the maintenance of visual access across Arcadian pastoral landscapes from public places;
- the relationship of buildings to the roading pattern of the area.

The purpose of these additional controls is:

- the protection of the natural quality of the landscape;
- the avoidance of arbitrary lines and patterns in the landscape;
- the reduction of the visibility of developments;
- the retention of more sensitive areas of the landscape in a natural or pastoral state;
- the protection of views from public places.

Within the **Mount Cardrona Station Special Zone**, the Council reserves control over the following matters:

- Whether the subdivision design is in general accordance with Structure Plan A - Mount Cardrona Station Structure Plan, except that;
 - a) The intersection of Cardrona Valley Road and the Access Road, and the intersection of the Cardrona Ski Field Access Road and the Ski Field Link Road, may

be moved up to 25 metres in any direction in order to enable safe and efficient functioning of those intersections.

b) The roading design shall show a minimum separation distance of 25m between the Access Road / Cardrona Valley Road intersection and the Tuohy's Gully Road / Cardrona Valley Road intersection.

- Whether the subdivision has been approved by the Design Review Board and is consistent with the Mount Cardrona Station Design Guidelines (2017).
- Location and form of pedestrian access including the provision of easements in gross to secure public access over all areas identified as 'Key Pedestrian Linkages' and 'Public Easement in Gross' on Structure Plan C - Public Access Easements and Walkways.
- Provision for stormwater management.
- Orientation of lots to maximise solar gain.
- The scale and nature of earthworks and the disposal of excess material.
- Design of roads to provide a rural character and pedestrian friendly environment, including street lighting design and whether this avoids upward light spill into the night sky.
- The allotment created can be adequately accessed and serviced (including for bulk reticulation) to provide for the maximum capacity of that allotment for subdivision and/or land use.
- Natural hazards

15.2.7.2 Site Subdivision Standards – Subdivision Design

Except where specified as a Non-Complying Subdivision Activity in Rule 15.2.3.4, any subdivision of land which complies with all the Zone Subdivision Standards, but does not comply with one or more of the following Site

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Standards shall be a **Discretionary Subdivision Activity**, with the exercise of the Council's discretion being limited to the matter(s) subject to that standard(s).

15.2.7.3 Assessment Matters for Resource Consents

In considering whether or not to grant consent or impose conditions in respect to subdivision design, the Council shall have regard to, but not be limited by, the following assessment matters:

- (i) The relationship and size of the lots in terms of their solar advantage including the alignment and layout of the lot, the location of building platform, relationship to adjoining lots.
- (ii) The provision for, and safety and practicality of, pedestrian access including unsealed walking tracks, the relationship of these to reserves (existing or proposed); access to the lakes and rivers, and the opportunities for enhancing a rural walkways network in the Wakatipu Basin.
- (iii) The provision for, safety and practicality of, using open stormwater channels and wetland areas.
- (iv) The relationship and orientation of lots, particularly in respect of land in adjoining zones, and the ability to create an attractive and interesting edge between development in the Residential and Rural-Residential Zones and adjoining Rural Zones and at the edges of the urban parts of Hanley Downs;
- (v) The degree to which any likely development of the lots, taking into account the earthworks proposed for the subdivision, will adversely affect the opportunities for views from properties in the vicinity, or will result in domination of surrounding properties by buildings on the lot(s).
- (vi) The effects of the scale and nature of the earthworks proposed for the subdivision, the methods proposed for the disposal of excess soil or vegetation, and the need for any conditions to avoid or mitigate any adverse effects, including effects at the disposal site.
- (vii) The effect of subdivision on any places of heritage value including existing buildings, archaeological sites and any areas of cultural significance.

- (viii) In the Jacks Point Zone, within any Residential (State Highway) Activity Area R(SH), the council shall consider the extent to which subdivision, the location of building platforms and proposed development and landscaping.
 - (a) Ensures that buildings and other structures are not readily visible from State Highway 6;
 - (b) Maintains and enhances the important landscape values associated with the southern entrance to Queenstown.
 - (c) Maintains and enhances the landscape and visual amenity values of the Jacks Point Zone and surrounding environment, particularly when viewed from State Highway 6; and
 - (d) Maintains and enhances any significant view corridors from State Highway 6 through and beyond the Jacks Point Zone.
- (ix) In the Bob's Cove Rural Residential Zone (excluding the Bob's Cove Sub-zone) the need to provide for street lighting in the proposed subdivision. If street lighting is required in the proposed subdivision to satisfy the councils standards, then in order to maintain the rural character of the zone, the street lighting shall be low in height from the ground, of reduced lux spill and preferably pointing down.
- (x) In considering the appropriateness of the form and density of development in the Makarora Rural Lifestyle Zone the following matters shall be taken into account:
 - (a) whether and to what extent there is the opportunity for the aggregation of built development to utilise common access ways including pedestrian linkages, services and commonly-held open space (ie. open space held in one title whether jointly or otherwise).
 - (b) whether and to what extent development is concentrated/clustered in areas with a high potential to absorb development while retaining areas which are more sensitive in their natural state.

In addition to the above, the following matters with respect to the Kingston Village Special Zone:

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- (xi) The consistency of the subdivision with the Structure Plan for Kingston, including:
 - (a) Consistency with the Road Layout Plan and Stormwater Management Plan contained within the Kingston Village Special Zone Subdivision Guidelines (2010);
 - (b) Providing open space and recreation areas as the development progresses;
 - (c) Achieving the range of section sizes, concentrating highest density within Activity Area 1a;
 - (d) Providing for rear access lanes;
 - (e) Avoiding sections that result in garages and backs of houses facing the street;
 - (f) Achieving section layout that provides maximum solar access for future dwellings;
 - (g) Landscaping of the street and open spaces that reflects the character of the existing Kingston Township;
 - (h) Avoidance of cul-de-sacs unless they are short and completely visible from its intersection with a through street.
- (xii) In addition to the above, within the Mount Cardrona Station Special Zone the extent to which:
 - (a) The subdivision design is in general accordance with Structure Plan A - Mount Cardrona Station Structure Plan.
 - (b) The subdivision is consistent with the Mount Cardrona Station Design Guidelines (2017) and the recommendations of the Design Review Board.
 - (c) The objectives and principles of SNZ: HB 44:2001 have been achieved.
 - (d) The development is staged in a logical manner, ensuring that adverse effects on amenity values of the site and its surrounds are as far as possible retained throughout the construction phase.
 - (e) Roads widths are designed in general accordance with the Roding Schedule contained in the Mount Cardrona Station Design Guidelines (2017). It is noted these are indicative only. These road widths are the MCS intended road widths but will be subject to Council engineering approval at time of Subdivision. All road designs are to contribute to a 'rural' character, avoiding kerb and channelling and wide road widths, and creating a pedestrian and cycling friendly environment.
- (f) Road widths and other traffic calming measures are utilised within the Village Centre to enable the creation of a pedestrian and cycling friendly environment.
- (g) Ford crossings within Activity Area 6 are encouraged in order to maintain a rural character.
- (h) Pedestrian footpaths and trails are in accordance with the Mount Cardrona Station Design Guidelines (2017) and any relevant engineering standards.
- (i) Street lighting is designed to avoid upward light spill into the night sky.
- (xiii) In addition to the above, within the Residential (Hanley Downs) Activity Area (R(HD) and R(HD-SH)) of the Jacks Point Resort Zone, the extent to which:
 - (a) Street blocks are designed and sized to be walkable.
 - (b) Subdivision layout, in so far as is practical, minimises the numbers of rear sites.
 - (c) Street and lot configuration is likely to encourage building designs with visual connections from habitable rooms to the street.
 - (d) Within R(HD)-A to E connectivity is promoted with unnecessarily meandering roads avoided.
 - (e) Where employed, cul-de-sacs should be short and straight if practical.
 - (f) A range of housing choice may be promoted through some diversity in section sizes.
 - (g) Small lot and medium density housing located in a manner which readily provides for access to public accessible open space
 - (h) The Primary Access Route shown on the Structure Plan is designed in a way to facilitate future public transport
 - (i) Appropriate road designs are employed to accommodate all users, including cyclists and pedestrians, accounting for safety, amenity

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and efficiency. Road cross sections may need to be submitted to allow this matter to be assessed.

- (j) Proposed open spaces and walkways are likely to feel safe, including through benefiting from passive surveillance from surrounding uses.
- (k) Public open spaces are provided in locations that maximise benefits to the wider community.
- (l) Safety and amenity values have been appropriately accounted for in relationships between open spaces, roads and developable lots. This includes attention to passive surveillance of open spaces.
- (m) In order to ensure buildings are not highly visible from State Highway 6, landscaping such as planting or mounding is proposed.
- (n) Proposed landscaping utilises native species or species in keeping with the historical character of the site.
- (o) Landscape planting and street materials in the open spaces between the Hanley Downs Residential Activity Area and the balance of Jacks Point promotes a coherent or graduated transition in character
- (p) Public safety and convenience is not unduly compromised and best practice in street lighting is utilized to mitigate the effects of light spill
- (q) In order to ensure buildings are not highly visible from State Highway 6:
 - a. specific height or colour controls for buildings are necessary for parts of the zone.
 - b. conditions are necessary to prescribe that development not occur until landscaping has been undertaken, existing vegetative screening secured and/or a succession plan for existing vegetation put in place.
- (r) Detailed design has occurred at the interface with development that exists in the Jacks Point Resort Zone outside the Hanley Downs area.

15.2.8 Property Access

15.2.8.1 Controlled Subdivision Activities - Property Access

Except where specified as Discretionary or Non-Complying Subdivision Activities in Rules 15.2.3.3 and 15.2.3.4, any subdivision of land in any zone,

which complies with all of the Site and Zone Subdivision Standards, is a **Controlled Subdivision Activity**, with the Council reserving control in respect of the following:

- The location, alignment, gradients and pattern of roading, service lanes, pedestrian accessways and cycle ways, their safety and efficiency.
- The number, location, provision and gradients of access from roads to lots for vehicles, cycles and pedestrians, their safety and efficiency.
- The standards of construction and formation of roads, private access, service lanes, pedestrian access, accessways and cycle ways.
- The provision and vesting of corner splays or rounding at road intersections.
- The naming of roads and private access.
- The provision for and standard of street lighting.
- Any provisions for tree planting within roads.
- Any requirements for widening, formation or upgrading of existing roads.
- Any provisions relating to access for future subdivision on adjoining land.

In addition to the above, in the Kingston Village Special Zone;

- Consistency of the road layout and design with the Road Layout Plan and associated cross sections contained within the Kingston Village Special Zone Subdivision Guidelines (2010).
- The provision of rear access lanes, which shall be between 4m and 5m in width.
- The provision of walkways and cycleways in association with the provision of open swales.

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- Management of access across the Kingston Flyer Railway line between the existing Kingston Township and the Kingston Village Special Zone.
- Within the Shotover Country Special Zone, whether and the extent to which methods are proposed to:
 - (a) Establish a vehicle link between Stalker Road and Howards Drive
 - (b) Enable public transport
 - (c) Integrate facilities for cycle and pedestrian access
 - (d) Provide on-street parking
 - (e) Direct light spill from street lighting downwards
 - (f) Align vehicle access in accordance within the Structure Plan, with a maximum variation allowed of 30 metres from the centreline of primary roads and 20 metres from the centreline of secondary roads.
 - (g) Provide intersection points located within 20 metres of that shown on the Structure Plan.
 - (h) Ensure that adequate and appropriate bus stops are provided for when the roading network is designed and constructed.
 - (i) Mitigate the landscape and visual impacts of road construction down terrace slopes.
 - (j) Maintain the functionality of roadside swales at the time shared roads or individual driveways are being constructed, including the extent to which a consent notice is necessary to ensure future owners are made aware of this obligation (where vehicle crossing places are not being formed at the time of subdivision).
 - (k) Provide for appropriate installation, maintenance and uniform design (including materials) of temporary and permanent vehicle crossing places.

15.2.8.2 Site Subdivision Standards - Landscaping and Recreational Access

- (i) This Rule shall only apply to subdivision of land situated south of State Highway 6 ("Ladies Mile") and southwest of Lake Hayes which is zoned Low Density Residential or Rural Residential as shown on Planning Map 30.
- (ii) The landscaping of roads and public places is an important aspect of property access and subdivision design. No subdivision consent shall be granted without consideration of appropriate landscaping of roads and public places shown on the plan of subdivision.
- (iii) No separate residential lot shall be created unless provision is made for pedestrian access from that lot to public open spaces and recreation areas within the land subject to the application for subdivision consent and to public open spaces and rural areas adjoining the land subject to the application for subdivision consent.

15.2.8.2A Zone Subdivision Standards – Northlake Special Zone – Access onto Aubrey Road

- (i) No additional vehicle access shall be created from Activity Area A onto Aubrey Road.

15.2.8.3 Assessment Matters for Resource Consents

In considering whether or not to grant consent or impose conditions in respect to property access, the Council shall have regard to, but not be limited by, the following assessment matters:

- (i) The safety and efficiency of the roading network and the proposed roading pattern, having regard to the roading hierarchy, standards of design, construction for roads and private access.
- (ii) The effect of any new intersections or accesses created by the subdivision on traffic safety and efficiency, including the availability of adequate, unobstructed sight distances from intersections and adequate spacing between intersections.

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- (iii) The provisions of the Council's Code of Practice for Subdivision in respect of the design and construction of roads and private access, with the exception of the Mount Cardrona Station Special Zone, where roads and private access shall be designed and constructed in accordance with the Roding Schedule contained within the Mount Cardrona Station Design Guidelines (2008).
- (iv) The account taken of safe, pleasant and efficient pedestrian movement, provision of space for cyclists, amenity values of the street and opportunities for tree planting in the open space of the road way to enhance the character and amenity of the neighbourhood.
- (v) The need to provide pedestrian accessway facilities in circumstances where the roading network does not provide sufficient or direct access or easy walking access to facilities in the vicinity.
- (vi) The need to provide cycle ways in circumstances where the roading network does not enable sufficient or direct cycle routes through the locality.
- (vii) The need to provide alternative access for car parking and vehicle loading in the Business, Town Centre, Corner Shopping Centre or Industrial Zones by way of vested service lanes at the rear of properties.
- (viii) Any impact of roading and access on lakes and rivers, ecosystems, drainage patterns and the amenities of adjoining properties.
- (ix) The need to provide for appropriate standards of street lighting or private access lighting having regard to the classification of the road or the access.
- (x) The need to provide distinctive names for roads and private vehicular access. The name to be agreed by the Council.
- (xi) Any need to make provision for future roads to serve surrounding land or for road links that need to pass through the subdivision.
- (xii) In the Ferry Hill Rural Residential sub-zone the extent to which:
 - the location and design of on-site vehicular access avoids or mitigates adverse effects on the landscape and visual amenity values by following the natural form of the land to minimise earthworks, providing common driveways and by ensuring that appropriate landscape treatment is an integral component when constructing such access.
- (xiii) Within the Mount Cardrona Station Special Zone, the extent to which:
 - (a) Roding location and design is in general accordance with the Structure Plan A - Mount Cardrona Station Structure Plan.
 - (b) Roding is designed in a manner reflecting a rural environment, avoiding the use of kerb and channelling, and instead using techniques such as planted swales.
- (ix) Within the Northlake Special Zone:
 - (a) The extent to which additional development will adversely affect the operation of the Outlet Road/Aubrey Road intersection (including walkway/cycleway crossing paths).
 - (b) The number and design of vehicle accesses from Activity Area C4 onto Aubrey Road.

15.2.8.4 Zone Subdivision Standards – Shotover Country Special Zone – Access onto State Highway 6

- (i) This rule applies to subdivision of land situated south of State Highway 6 which is zoned Shotover Country Special Zone as shown on Planning Map 30 ("Shotover Country") in addition to any other applicable subdivision rules.
- (ii) Subject to subclause (iii) below, there shall be no restriction under this rule on the subdivision or subdivisions of land within Shotover Country which, when taken cumulatively, results in up to 450 lots being made available for residential development and use.
- (iii) No resource consent shall be granted for subdivision or subdivisions of land within Shotover Country which, when taken cumulatively, results in

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more than 450 lots ("SH6 Roundabout Trigger Land") being made available for residential development and use unless:

- (a) The SH6 Roundabout Works have been completed and are available for public use; or
- (b) Any such resource consent includes a condition requiring that the SH6 Roundabout Works must be completed prior to the issuing of a s224 certificate for any SH6 Roundabout Trigger Land.

15.2.9 Esplanade Provision

15.2.9.1 Exemptions from Provision of Esplanade Reserves or Strips

i Minor Adjustments

Where a proposed subdivision is either:

- (a) a boundary adjustment in accordance with Rules 15.2.6.2 i or 15.2.6.3 i(a); or
- (b) a minor adjustment to an existing cross lease or unit title due to an alteration to the size of the lot by alterations to the building outline, the addition of an accessory building, or the relocation of accessory buildings; then section 230 of the Act shall not apply to the subdivision consent.

ii Road Designations, Utilities and Reserves

Where a proposed subdivision arises solely due to land being acquired or a lot being created for a road designation, utility or reserve, then section 230 of the Act shall not apply to the subdivision consent.

15.2.9.2 Controlled Subdivision Activities - Esplanade Provision

Except where specified as Discretionary or Non-Complying Subdivision Activities in Rules 15.2.3.3 and 15.2.3.4, any subdivision of land in any zone, which complies with all of the Site and Zone Subdivision Standards, is a

Controlled Subdivision Activity, with the Council reserving control in respect of the following:

- i The provision of easements to provide access to and from a lake or river.
- ii The location of the boundaries of esplanade reserves, esplanade strips and/or access strips.
- iii The terms and conditions of instruments creating esplanade strips or access strips.

15.2.9.3 Site Subdivision Standards - Esplanade Provision

Except where specified as a Non-Complying Subdivision Activity in Rule 15.2.3.4, any subdivision of land which complies with all of the Zone Subdivision Standards, but does not comply with any one or more of the following Site Subdivision Standards shall be a **Discretionary Subdivision Activity**, with the exercise of the Council's discretion limited to the matter(s) subject to that standard.

i Esplanade Reserves

When considering creation of an esplanade reserve or strip the Council will consider the following criteria.
Whether the area:

- (a) has high actual or potential value as habitat for or associated with native species (section 6(c) Resource Management Act 1991);
- (b) comprises significant indigenous vegetation;
- (c) is considered to comprise an integral part of an outstanding natural feature or landscape;
- (d) must be protected, as a reserve, in order to safeguard the life supporting capacity of the adjacent lake and river (which must be of high conservation value for its habitat and/or landscape/natural character values);

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- (e) is important for public access/recreation.

15.2.9.4 Assessment Matters for Resource Consents

In considering whether or not to grant consent or impose conditions in respect to esplanade provision, the Council shall have regard to, but not be limited by, the following assessment matters:

- (i) The purposes for the creation of esplanade reserves or strips set out in section 229 and section 237 of the Act.
- (ii) The appropriateness of creating an esplanade reserve or strip in relation to security or public safety concerns.
- (iii) The extent of the public's ability to obtain access to and along the margin of the water body.
- (iv) The extent that recreational use will be assisted or hindered.
- (v) The compatibility of the proposed reserve or strip with physical characteristics of the land.
- (vi) The extent to which the natural character and visual quality of the area will be preserved.
- (vii) The extent to which natural hazards will be mitigated.
- (viii) The future use and purpose of any existing building that would otherwise encroach on, or be within, a reserve or strip.
- (ix) The need for and practicality of easements being created to provide public access to lakes and rivers, where appropriate, through consultation and negotiation with the landowner.
- (x) The safety of any access point to the esplanade reserve, esplanade strip or access strip from arterial roads.
- (xi) The provisions of relevant foreshore management plans and in the case of the Rural Residential zone at the North end of Lake Hayes, the Lake Hayes Management Strategy (1995) and any amendments thereto.

15.2.10 Natural and Other Hazards

15.2.10.1 Controlled Subdivision Activities - Natural and Other Hazards

Except where specified as Discretionary or Non-Complying Subdivision Activities in Rules 15.2.3.3 and 15.2.3.4, any subdivision of land in any zone, which complies with all of the Site and Zone Standards, is a **Controlled Subdivision Activity**, with the Council reserving control in respect of:

- (i) The effect of the following natural and other hazards on the land within the subdivision;
 - (a) Erosion
 - (b) Flooding and Inundation
 - (c) Landslip
 - (d) Rockfall
 - (e) Alluvion
 - (f) Avulsion
 - (g) Unconsolidated Fill
 - (h) Soil Contamination
 - (i) Subsidence.
- (ii) The effect of the subdivision on the impact of the following natural and other hazards on the site or on other land in the vicinity.

15.2.10.2 Site Subdivision Standard – Natural and Other Hazards

Except where specified as a Non-Complying Subdivision Activity in Rule 15.2.3.4, any subdivision of land (including the identification of any building platforms) which complies with all of the Zone Subdivision Standards, but does

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not comply with any one or more of the following Site Subdivision Standards shall be a Discretionary Subdivision Activity, with the exercise of the Council's discretion limited to the matter(s) subject to that standard.

(i) Natural Hazards within the Makarora Rural Lifestyle Zone

No building platform shall be identified within any area identified on the QLDC Hazards Register as being an area subject to any natural hazards including erosion, flooding and inundation, landslip, rockfall, alluvion, avulsion or subsidence. Council's control shall be limited the assessment matters detailed in 15.2.10.3 below.

(ii) Natural Hazards in the R2(D) Activity Area of the Quail Rise Zone

No building platform shall be identified within any R2(D) Activity Area of the Quail Rise Zone being an area subject to natural hazards including uncertified fill, erosion and possible debris flow from Ferry Hill to the north west. Council's control shall be limited to the relevant assessment matters detailed in 15.2.10.3 below.

(iii) Within the R(HD-SH) – 2 Activity Area of the Jacks Point Resort Zone, any subdivision activity shall provide for flood hazard mitigation through the formation of a bund (flood bank) alongside the boundary with the State Highway, as shown on the Structure Plan.

15.2.10.3 Zone Subdivision Standard - Natural and Other Hazards

Any subdivision of land that does not comply with any one or more of the following Zone Standards shall be a Non-Complying Subdivision Activity:

(i) No subdivision of any part of Activity Area 1f of the Shotover Country Special Zone shall occur until fill works have been constructed in accordance with the plans contained in Appendix 3 to the Shotover Country Special Zone. The fill works shall be:

(a) located within the Fill Area shown on the Fill Area Plan in Appendix 3 to the Shotover Country Special Zone.

(b) constructed to achieve a height throughout the Fill Area no lower than the Minimum Required Ground Level shown on the Fill Area Plan and the Fill Area Cross Sections Plan in Appendix 3 to the Shotover Country Special Zone, assuming that the ground levels detailed in the Fill Area Plan are extrapolated across the Fill Area to achieve a plane surface.

(ii) No works of any nature shall interfere with, damage or otherwise adversely affect the fill works constructed under subclause (i) of this rule so that those fill works shall be maintained permanently. A consent notice or other legal mechanism shall be registered against any title containing land located within the Fill Area referred to in subclause (i) of this rule requiring the fill works constructed under subclause (i) of this rule to be maintained permanently.

(iii) No subdivision of any part of Activity Area 1f shall occur until the outer batter (facing the Shotover River) of the fill works required to be implemented under subclause (i) of this rule has been topsoiled and planted to achieve a permanent vegetative cover.

(iv) No works of any nature (excluding mowing or other plant maintenance works) shall interfere with, damage or otherwise adversely affect the vegetative cover on the outer batter implemented under subclause (iii) of this rule so that that vegetative cover shall be maintained permanently. A consent notice or other legal mechanism shall be registered against any title containing any part of the outer batter referred to in subclause (iii) of this rule requiring the vegetative cover on that part of the outer batter implemented under subclause (iii) of this rule to be maintained permanently.

15.2.10.4 Assessment Matters for Resource Consents

In considering whether or not to grant consent or impose conditions in respect to natural and other hazards, the Council shall have regard to, but not be limited by, the following:

(i) The likelihood of the lots and infrastructure in the subdivision, and any anticipated use or development of the lots, being subject to the effects of any natural or other hazard, the degree to which the hazard could result

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- in damage, destruction and/or loss of life, and the need to avoid or mitigate any potential damage or danger from the hazard.
- (ii) Any potential adverse effects on other land that may be caused by the subdivision or anticipated land use activities as a result of the effects of natural or other hazards.
 - (iii) Any need for conditions to avoid or mitigate potential damage or danger from the hazard, such as the provision of works, location and type of services, minimum floor heights and locations for buildings, and location and quantity of fill or earthworks.
 - (iv) Whether a lot should be restricted from development on parts or all of the site, as a result of the effects of natural or other hazards.
 - (v) Whether a minimum floor height should be specified for buildings in situations where inundation is likely and damage to structures could occur, but the land may not be suitable for filling.
 - (vi) In relation to flooding and inundation from any source, the Council shall have regard to the following:
 - (a) The effects of any proposed filling being undertaken to avoid inundation and the consequential effects on the natural drainage pattern and adjoining land;
 - (b) Any proposed boundary drainage to protect surrounding properties;
 - (c) Any effect of such filling or boundary drainage on the natural character or hydrological functions of wetlands;
 - (d) The adequacy of existing outfalls and any need for upgrading;
 - (e) Any need for retention basins to regulate the rate and volume of surface run-off.
 - (vii) In relation to erosion, falling debris, slope instability or slippage:
 - (a) The need for certification by a Registered Engineer that each lot is suitable for the erection of buildings designed in accordance with NZS 3604;
 - (b) Any need for registration of consent notices on the Certificate of Title;
 - (c) Any need for conditions relating to physical works to limit the instability potential.
 - (viii) In relation to landfill and subsidence, the need for the provision of suitability certificates, such as NZS 4431, or if not appropriate, the setting of ongoing conditions, with consent notices registered on the Certificates of Title of the lots in the subdivision.
 - (ix) In relation to contaminated sites, the need for conditions to avoid, mitigate or remedy the effects of the land contamination, including removal to approved disposal points.
 - (x) In relation to any land filling or excavation, the following factors:
 - (a) The effects on the infrastructure of surrounding properties;
 - (b) The effects on the natural pattern of surface drainage;
 - (c) The effects on stormwater drainage systems;
 - (d) The type of and placement of fill material;
 - (e) Mitigation, or avoidance, of adverse effects caused by dust or siltation affecting neighbouring properties;
 - (f) Remedies necessary during emergencies.

15.2.11 Water Supply

15.2.11.1 Controlled Subdivision Activities - Water Supply

Except where specified as Discretionary or Non-Complying Subdivision Activities in Rules 15.2.3.3 and 15.2.3.4, any subdivision of land in any zone, which complies with all of the Site and Zone Standards, is a **Controlled Subdivision Activity**, with the Council reserving control in respect of the following:

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- The availability, quantity, quality and security of the supply of water to the lots being created;
- Water supplies for fire fighting purposes;
- The standard of water supply systems installed in subdivisions, and the adequacy of existing supply systems outside the subdivision;
- Within the Mount Cardrona Station Special Zone, the initiatives proposed to reduce water demand and water use.

15.2.11.2 Discretionary Activity - Water Supply

Water supply to lots outside the special rating areas will be a discretionary activity with the Council's discretion limited to lot size, location, soil quality, the source of the water and the location of adjacent effluent disposal points.

15.2.11.3 Zone Subdivision Standards - Water Supply

Any subdivision of land which does not comply with any one or more of the following Zone Standards shall be a **Non-Complying Subdivision Activity**.

- (i) All lots, other than lots for access, roads, utilities and reserves, shall be provided with a connection to a reticulated water supply laid to the boundary of the net area of the lot, as follows:
 - (a) To a Council or community owned and operated reticulated water supply:
 - i All Residential, Industrial, Business, Town Centre Corner Shopping Centre, Remarkables Park and Airport Mixed Use Zone;
 - ii Township Zones at Lake Hawea, Albert Town, Luggate, Glenorchy and Kingston;
 - iii Rural-Residential Zones at Wanaka, Lake Hawea, Albert Town, Luggate and Lake Hayes.

- iv Rural Visitor Zone at Arthurs Point;
- v Resort Zone, Millbrook and Waterfall Park.
- vi Kingston Village Special Zone

- (ii) Where any reticulation for any of the above water supplies crosses private land, it shall be accessible by way of easement to the nearest point of supply.
- (iii) Where no communal owned and operated water supply exists, all lots other than lots for access, roads, utilities and reserves, shall be provided with a potable water supply of at least 1000 litres per day per lot.
 - (a) Except within the Mount Cardrona Station Special Zone where:
 - i every allotment, other than allotments for access, roads, reserves, open space or utilities, shall be connected to the one reticulated restricted potable water supply.
 - ii the reticulated restricted potable water supply shall be capable of meeting fire fighting requirements, including provision for 24 hour storage at average levels of demand; and
 - iii where bulk water meters are not provided every allotment connected to the reticulated restricted water supply shall be provided with a water meter at the frontage to the allotment to measure the consumption of water on that allotment.
 - iv A consent notice shall be placed on each certificate of title restricting the use of reticulated restricted water supply for potable use; any water used for irrigation must be sourced from a separate supply (for example rain water or recycled greywater).

15.2.11.4 Assessment Matters for Resource Consents

In considering whether or not to grant consent or impose conditions in respect to water supply the Council shall have regard to, but not be limited by, the following:

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- (i) The need to ensure the availability of a secure supply of potable water of adequate quantity to provide for the needs of the anticipated land uses on all of the lots within the subdivision.
- (ii) The suitability of the proposed water supply for the needs of the land uses anticipated.
- (iii) The provisions of the Council's Code of Practice for Subdivision in respect of the construction and installation of the water supply system.
- (iv) The suitability of the proposed water supply for fire fighting purposes having regard to the density and nature of development anticipated and the availability of a public reticulated water supply system.
- (v) Any need for a local purpose reserve to be set aside and vested in the Council as a site for a public water supply utility.
- (vi) The requirements of any Regional Rules or the need to obtain water permits from the Otago Regional Council.
- (vii) Any need to make provision for future water supply systems to serve surrounding land.
- (viii) In addition to the above, within the Kingston Village Special Zone, the ability to stage subdivision and development in order to ensure water supply can be provided efficiently and effectively.
- (ix) Within the Mount Cardrona Station Special Zone, the extent to which:
 - Initiatives to reduce water use, including education of future landowners and restrictions on irrigation, have been proposed.
 - Techniques to reuse and recycle water, including the recycling of greywater, have been proposed.
 - The collection of rainwater and its use for household water supply and irrigation is provided.

15.2.12 Stormwater Disposal

15.2.12.1 Controlled Subdivision Activities - Stormwater Disposal

Except where specified as Discretionary or Non-Complying Activities in Rules 15.2.3.3 and 15.2.3.4, any subdivision of land in any zone, which complies with all of the Site and Zone Standards, is a **Controlled Subdivision Activity**, with the Council reserving control of the following matters:

- The capacity of existing and proposed stormwater systems;
- The method, design and construction of the stormwater collection, reticulation and disposal systems, including connections to public reticulated stormwater systems;
- The location, scale and construction of stormwater infrastructure;
- The effectiveness of any methods proposed for the collection, reticulation and disposal of stormwater run-off, including the control of water-borne contaminants, litter and sediments, and the control of peak flow;

In addition to the above, within the Kingston Village Special Zone:

- The use of open swales throughout the Kingston Village Special Zone, in accordance with the Structure Plan and the Stormwater Management Plan contained within the Kingston Village Special Zone Subdivision Guidelines (2010).

15.2.12.2 Zone Subdivision Standard – Stormwater

Any subdivision of land which does not comply with one or more of the following Zone Standards shall be a **Non-Complying Subdivision Activity**.

A catchment stormwater management plan for the Shotover Country Zone shall be lodged for approval by the Council within 12 months after the zone becomes operative and shall be approved by Council prior to any development in the zone. For the purposes of this Rule the required catchment stormwater management plan:

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- (a) Shall include:
- (i) identification of the catchment area boundary;
 - (ii) anticipated stormwater runoff volume at maximum development potential;
 - (iii) indicative secondary overflow paths for a 100 year ARI event or a 1% AEP event;
 - (iv) proposed stormwater management options which are to be adopted at the time of subdivision, such as piping, open swales, etc;
 - (v) proposed stormwater treatment and disposal options, including treatment facility options for roading, public carparking areas and commercial carparking areas;
 - (vi) flexibility to enable alternative options to be explored prior to obtaining engineering approval required for subsequent subdivision consents;
- (b) Shall not be required to include:
- (i) detailed engineering design;
 - (ii) investigation into individual lot onsite stormwater disposal;
- (c) Shall be approved by the Council subject to a condition that the consent applicant obtain any required discharge permit from the Otago Regional Council.
- surfacing, in terms of the avoidance or mitigation of adverse effects on the site, other properties in the vicinity, or the receiving environment, whether land or water;
- (ii) The appropriateness of requiring a piped connection from each lot to a public stormwater reticulation system, or of requiring piped outfalls to be provided to each lot to be connected to a public reticulation system at a later date;
 - (iii) Any adverse effects of the proposed subdivision on drainage on, or from, adjoining properties and mitigation measures proposed to control any adverse affects;
 - (iv) The provisions of the Council's Code of Practice in respect to the construction and installation of the stormwater disposal system;
 - (v) The adequacy of any proposed means for screening out litter, the capture of chemical spillages, the containing of contamination from roads and paved areas and of siltation;
 - (vi) The practicality of retaining open natural lake or river systems for stormwater disposal in preference to piped or canal systems and any impacts of stormwater disposal on existing lakes and rivers;
 - (vii) The requirements of any Regional Rules or the need to obtain discharge permits from the Otago Regional Council;
 - (viii) Any need for a local purpose reserve to be set aside and vested in the Council as a site for a public utility for stormwater disposal purposes;
 - (ix) Any need for conditions relating to ongoing maintenance of stormwater infrastructure;
 - (x) Any need to make provision for future stormwater disposal systems to serve surrounding land

In addition to the above, within the Kingston Village Special Zone:

- (i) The adequacy of the proposed means of collecting and disposing of stormwater from the roof of all existing or potential buildings and hard
- (xi) Consistency with the Stormwater Management Plan contained within the Kingston Village Special Zone Subdivision Guidelines (2010).

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(xii) The ability to stage development to ensure the efficient and effective management of stormwater systems during development.

(xiii) Within the Mount Cardrona Station Special Zone, the extent to which:

- Natural flow paths have been used in the design of stormwater management systems.
- Techniques have been adopted to ensure that
 - (i) The rate of stormwater discharge remains equal to or less than that of pre-development; and
 - (ii) The quality of water in that discharge remains equal to or better than that of pre-development.

In addition to the above, within the Shotover Country Special Zone:

- (xiv) Any potential adverse effects of future accesses (from the road carriageway into a lot) on the efficiency and effectiveness of stormwater swales.
- (xv) An evaluation of long term maintenance costs of low impact design stormwater disposal solutions compared to standard kerb and channel solutions

15.2.13 Sewage Treatment and Disposal

15.2.13.1 Controlled Subdivision Activities - Sewage Treatment and Disposal

Except where specified as Discretionary or Non-Complying Subdivision Activities in Rules 15.2.3.3 and 15.2.3.4, any subdivision of land in any zone, which complies with all of the Site and Zone Standards, is a **Controlled Subdivision Activity**, with the Council reserving control in respect of the following:

- The method of sewage treatment and disposal;

- The capacity of, and impacts on, the existing reticulated sewage treatment and disposal system;
- The location, capacity, construction and environmental effects of the proposed sewage treatment and disposal system;
- Easements over private land for access to the nearest public or community owned point of disposal.

15.2.13.2 Assessment Matters for Resource Consents

In considering whether or not to grant consent or impose conditions in respect to sewage treatment and disposal, the Council shall have regard to, but not be limited by, the following:

- (i) The capacity, availability, and accessibility of the Council's reticulated sewage treatment and disposal system to serve the proposed subdivision;
- (ii) Where a Council reticulated system is not available, or a connection is impractical, the adequacy of proposals and solutions for treating and disposing of sewage;
- (iii) The provisions of the Council's Code of Practice in respect to the construction and installation of the sewage treatment and disposal system;
- (iv) The requirements of any Regional Rules or the need to obtain a discharge permit from the Otago Regional Council;
- (v) Any need for a local purpose reserve to be set aside and vested in the Council as a site for a public utility for sewage treatment and disposal purposes;
- (vi) Any need to make provision for future sewage reticulation, treatment and disposal to serve surrounding land.
- (vii) In addition to the above, within the Kinston Village Special Zone;

the ability to stage subdivision and development in order to ensure efficient and effective provision of a reticulated sewage treatment and disposal

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system that serves the proposed subdivision, the Kingston Village Special Zone, and the existing Kingston Township.

(viii) In the case of the Mount Cardrona Station Special Zone:

- The need to adopt sustainable solutions to sewage treatment and disposal.
- Whether alternative methods based on sustainable design solutions have been considered.

15.2.14 Trade Waste Disposal

15.2.14.1 Controlled Subdivision Activity - Trade Waste Disposal

Except where specified as Discretionary or Non-Complying Subdivision Activities in Rules 15.2.3.3 and 15.2.3.4, any subdivision of land in the Business, Industrial, Town Centre and Corner Shopping Centre Zones, which complies with all of the Site and Zone Subdivision Standards, is a **Controlled Subdivision Activity**, with the Council reserving control in respect of trade waste disposal.

15.2.14.2 Assessment Matters for Resource Consents

In considering whether or not to grant consent or impose conditions in respect to trade waste disposal, the Council shall have regard to, but not be limited by, the following:

- (i) Whether any proposal to create lots for any business or other activity generating trade wastes will have the potential to discharge wastes to a disposal system;
- (ii) Whether the volume or type of trade waste generates a need for appropriate pre-treatment and/or disposal systems to be provided;
- (iii) Any consents required for discharge of contaminants from the Otago Regional Council in conjunction with the subdivision consent;
- (iv) The provisions of the Council's Code of Practice for Subdivision in respect of the installation of trade waste sewers;

- (v) Any need for conditions relating to ongoing maintenance of trade waste disposal infrastructure.

15.2.15 Energy Supply and Telecommunications

15.2.15.1 Controlled Subdivision Activity - Energy Supply and Telecommunications

Except where specified as Discretionary or Non-Complying Subdivision Activities in Rules 15.2.3.3 and 15.2.3.4, any subdivision of land in any zone, which complies with all of the Site and Zone Standards, is a **Controlled Subdivision Activity**, with the Council reserving control in respect of:

- The adequacy and installation of any electrical supply system, gas supply systems and telecommunications system;
- Connections to electricity supply and telecommunications systems to the boundary of the net area of the lot, other than lots for access, roads, utilities and reserves.
- Within the Mount Cardrona Station Special Zone, the provision for alternative energy sources.

Notes:

- (1) *In the event that a gas network operator ceases the supply of gas, all installations shall be removed from the bulk supply site and pipelines securely sealed.*
- (2) *Where a gas supply is proposed as an alternative form of energy, the necessary land use consent for a bulk gas supply tank on a separate lot, shall be obtained.*
- (3) *A consent notice may be registered on the Certificate of Title to a bulk gas supply site requiring that in the event the operator ceases supply the bulk supply site be amalgamated with an adjoining lot, unless it is a fully complying lot for the respective zone.*

15.2.15.2 Assessment Matters for Resource Consents

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In considering whether or not to grant consent or impose conditions in respect to energy supply and telecommunications, the Council shall have regard to, but not be limited by, the following:

- (i) Where the subdivision involves construction of new roads or formed private access, the installation of an extended reticulation system, at the subdividers' cost, having regard to the Council's Code of Practice;
- (ii) The adequacy and proximity of the proposed reticulated system to be installed by the subdivider;
- (iii) Any need for a lot as a site for a public utility for electricity or gas supply or telecommunications;
- (iv) Alternative systems available and acceptable where other systems are not available or practical;
- (v) Adequacy and proximity to reticulated services.
- (vi) Within the Mount Cardrona Station Special Zone, the extent to which:
 - Subdivision design and layout assists in lot layout and configuration that achieves good solar gain for each dwelling.
 - Adequate energy supply is provided to the site, but opportunities to reduce energy use throughout the site and use alternative energy sources are encouraged.

15.2.16 Open Space and Recreation

15.2.16.1 Controlled Subdivision Activities - Open Space and Recreation

Except where specified as Discretionary or Non-Complying Subdivision Activities in Rules 15.2.3.3 and 15.2.3.4, any subdivision of land in any zone which complies with all of the Zone and Site Standards, is a **Controlled Subdivision Activity** with the Council reserving control in respect of the provision of land and/or facilities for open space and recreation.

15.2.16.2 Assessment Matters for Resource Consents

In considering whether or not to grant consent or impose conditions in respect to open space and recreation, the Council shall have regard to, but not be limited by, the following:

- (i) The extent to which the provision for open space and recreation is consistent with the objectives and policies of the District Plan relating to the provision, diversity and environmental effects of open spaces and recreational facilities;
- (ii) Within the Shotover Country Special Zone, whether and the extent to which methods have been proposed to establish trails through the development generally as shown on the Structure Plan which connect to existing and planned trail links to Lake Hayes Estate and Old School Road
- (iii) Within the Shotover Country Special Zone, whether and extent to which reserves to be provided assist to achieve appropriate provision of local and neighbourhood reserves throughout the zone.
- (iv) Within the Arrowtown South Special Zone, whether subdivision of the Private Open Space – Pastoral Activity Area which results in parts of that Activity Area being held within the ownership of adjoining lots in a Rural Living Activity Areas or Residential Activity Area is accompanied by management proposals that promote the consistent or complimentary use of land so as to avoid, remedy or mitigate the adverse visual effects that may result from fragmented ownership and varying land management approaches.

15.2.16.3 Zone Subdivision Standard – Northlake Special Zone - Community Facilities

- (i) This rule applies to subdivision of land situated north of Aubrey Road, Wanaka, which is zoned Northlake Special Zone ("Northlake") (excluding Activity Area A) as shown on Planning Maps 18, 19 and 20 in addition to any other applicable subdivision rules.
- (ii) There shall be no restriction under this rule on the first stage(s) of subdivision which create a total of up to 50 individual residential lots within Northlake (excluding Activity Area A). This rule only applies to any

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subsequent subdivision that creates a total of more than 50 residential lots within Northlake.

- (iii) No resource consent shall be granted for any subdivision that will result in the cumulative total creation of more than 50 residential lots within Northlake unless the community facilities detailed in subclause (iv) below have been constructed and are operational and available to the public, or any such resource consent includes a condition requiring that the community facilities detailed in subclause (iv) below must be completed, operational and available to the public prior to the issuing of any s224c certificate in respect of such subdivision (excluding Activity Area A).
- (iv) For the purposes of this rule:
 - (a) Community facilities' means an indoor 20m – 25m lap pool, a fitness/gym facility, a children's play area, and at least one tennis court.
 - (b) Operational' includes operating on a commercial basis requiring payment of commercial user charges as determined by the commercial operator.
 - (c) Available to the public' means open and available for use by any member of the public willing to pay the relevant user charges for such facilities (excluding the play area which is likely to be free).
 - (d) The Council shall impose a condition on any resource consent enabling the construction and operation of the community facilities requiring them to be available to the public as detailed in this rule.

15.2.17 Protection of Vegetation and Landscape

15.2.17.1 Controlled Subdivision Activities - Vegetation and Landscape

Except where specified as Discretionary or Non-Complying Subdivision Activities in Rules 15.2.3.3 and 15.2.3.4, any subdivision of land in any zone, which complies with all of the Site and Zone Standards, is a **Controlled Subdivision Activity**, with the Council reserving control in respect of:

- The protection of vegetation and landscape features;
- Provision for street scape planting within the road and public spaces;
- The preservation and enhancement of the indigenous vegetation, within the 'Forest Hill' Rural Residential zone, and the removal and control of wilding pines.
- Within the R(HD) and R(HD-SH) Activity Areas of the Hanley Downs area of the Jacks Point Resort Zone, measures to provide for the establishment and management of open space, including native vegetation, within the open space areas shown on the Hanley Downs Structure Plan.

15.2.17.2 Site Standard – Vegetation

- (i) Within the Shotover Country Special Zone, a consent notice or other legal mechanism shall be registered against the relevant certificate(s) of title to ensure that future landowners are made aware of the following obligations and restrictions:
 - (a) With respect to any site containing land within a Terrace Buffer Area identified on the Structure Plan, the requirement to establish and maintain landscape planting in accordance with Rule 12.30.5.1.vii.
 - (b) With respect to any site containing land within the Wetland Setback identified on the Structure Plan, Rule 12.30.5.2.xiii provides that no buildings shall be constructed within the Wetland Setback.
 - (c) Indigenous vegetation established within Area 5b shall not be removed.
 - (d) With respect to any site containing land within the Riverside Protection Area, the requirement to keep that land free of certain plant pest species in accordance with Rule 12.30.5.2.xii.
 - (e) With respect to any site containing land within Activity Area 5b (Open Space - Escarpment), the requirement to keep that land free of

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certain plant pest species and to select plants from a specified plant list in accordance with Rule 12.30.5.2.xi.

- (f) With respect to any site within Activity Area 5d (Wetland), the requirement to keep that land free of certain plant pest species and to select plants from a specified plant list in accordance with Rule 12.30.5.2.xi.

15.2.17.3 Zone Subdivision Standard – Vegetation

Any subdivision of land within the Shotover Country Special Zone that does not comply with any one or more of the following Zone Standards shall be a **Non-Complying Subdivision Activity**:

- (i) Prior to any subdivision (excluding boundary adjustments) of any land containing part of Activity Area 5b, the Riverside Protection Area and/or 5d, all plant pests shall be removed from the relevant part of Activity Area 5b, the Riverside Protection Area and/or 5d, being gorse, broom, briar, tree lupin, hawthorn, crack willow, buddleia, Californian thistle, and any other Pest Plant as specified in the Regional Pest Management Strategy for Otago except crack willow along the edge of the Shotover River.
- (ii) Prior to subdivision (excluding boundary adjustments) where the site to be subdivided includes part of Activity Area 5b, planting shall take place within the relevant part of Activity Area 5b which:
 - (a) Comprises the species detailed in Appendix 1 – Plant List, Part 1: Terrace Escarpment/Grey Shrubland Areas (Activity Area 5b); and
 - (b) Will achieve 25% site coverage (canopy closure) once the planting reaches maturity.
- (iii) Prior to any subdivision within the zone (excluding boundary adjustments), methods shall be implemented to exclude stock from Activity Area 5d.
- (iv) A consent notice or other legal mechanism shall be registered against the relevant certificate(s) of title to any applicable lot to achieve the following ongoing obligations:

- (a) Any planting required to be implemented under this rule shall be maintained for a period of 5 years during which time any plant which dies, is removed, or becomes diseased shall be replaced by the subdivider responsible for creating the relevant lot and by the lot owner.

- (vi) Prior to any subdivision within the zone (excluding boundary adjustments):

- (a) A qualified heritage consultant shall detail steps required to stabilise the Hicks Cottage in Activity Area 4, in order to prevent further deterioration pending long term restoration; and
- (b) Those steps shall be implemented.

15.2.17.4 Assessment Matters for Resource Consents

In considering whether or not to grant consent or impose conditions in respect to the protection of vegetation and landscape the Council shall have regard to, but not be limited by the following:

- (i) Whether any landscape features or vegetation, including mature forest, on the site are of a sufficient amenity value that they should be retained and the proposed means of protection;
- (ii) Where a reserve is to be set aside to provide protection to vegetation and landscape features, whether the value of the land so reserved should be off-set against the development contribution to be paid for open space and recreation purposes;
- (iii) Whether the subdivision design will detract from or enhance the significant landscape and visual values of the District including loss, retention or enhancement of native vegetative cover;
- (iv) The extent of any earthworks or roading within the subdivision and the need for additional planting or landscaping;
- (v) Any need to provide continual protection for vegetation and or landscape features within the subdivision, including protection of Heritage Trees listed in Appendix 5.

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- (vi) The preservation and enhancement of the indigenous vegetation, over 70 per cent of the net site area within the “Forest Hill” Rural Residential zone, and the removal and control of wilding pines within the zone. For the purpose of this matter net area shall exclude access to sites and the building restriction area within the zone.
- (vii) Within the Bob’s Cove sub-zone, whether and the extent to which:
 - (a) Consent notices have been entered into to ensure the effective and permanent protection of the open space and areas of indigenous vegetation; and
 - (b) Methods have been proposed to prevent stock from browsing and otherwise damaging areas of indigenous vegetation by fencing.
- (viii) The extent to which plantings with a predominance of indigenous species enhances the naturalness of the escarpment within Lots 18 and 19 as shown on the Concept Development Plan for the Ferry Hill Rural Residential sub-zone.
- (ix) The extent to which the species, location, density, and maturity of the planting is such that residential development in the Ferry Hill Rural Residential sub-zone will be successfully screened from views obtained when travelling along Tucker Beach Road.
- (x) Within the R(HD) - E Activity Area of the Hanley Downs area of the Jacks Point Resort Zone, whether and the extent to which any subdivision adjacent to or including the wetland shown as W on the Hanley Downs Structure Plan makes provision via a Biodiversity Management and Restoration Plan or otherwise for:
 - 1. Methods to control the further spread of willows within the wetland;
 - 2. A programme of progressive limbing and potentially the removal of crack and grey willows from the margins, particularly from the shallow northern end;
 - 3. A programme to kill in-situ willows within the shallow open water to facilitate the natural expansion of Carex sedgeland and Raupo beds and maintenance of open water;
- 4. Methods to protect the wetland from further unmitigated loss or drainage if disturbed by development; and
- 5. Reinstating indigenous diversity along the margins of the wetland in order to:
 - a) Bolster feeding and breeding habitats through ensuring and securing in perpetuity an appropriately designed buffer (of at least 20 metres) around the wetland; providing for small clearings enabling a view of the water; providing screening of residential activity; providing a variation in wetland habitat and open roosting and foraging areas;
 - b) Reinstating diversity lost from the terrestrial and aquatic communities associated with the wetland
 - c) Avoiding or minimising the discharge of contaminants into the wetland through appropriately designed storm water treatment and buffer planting.

15.2.18 Easements

15.2.18.1 Controlled Subdivision Activity – Easements

Except where specified as Discretionary or Non-Complying Subdivision Activities in Rules 15.2.3.3 and 15.2.3.4, any subdivision of land in any zone, which complies with all of the Site and Zone Standards, is a **Controlled Subdivision Activity** with the Council reserving control in respect of the creation or cancellation of easements for any purpose.

Mount Cardrona Station Special Zone– matters over which control is reserved:

- The provision of public access through Activity Areas 6, 6a, 7 and 7a of the Mount Cardrona Station Special Zone in general accordance with the Mount Cardrona Station Walkways Plan (Structure Plan C).

15.2.18.2 Assessment Matters for Resource Consent

In considering whether or not to grant consent or impose conditions in respect to easements the Council shall have regard to, but not be limited by the following:

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- (i) The need for easements:
 - (a) where a service or access is required by the Council;
 - (b) for stormwater passing through esplanade reserves where drainage will be to the wetland, lake or river;
 - (c) to meet network utility operator requirements;
 - (d) in respect of other parties in favour of nominated lots or adjoining Certificates of Title;
 - (e) for private ways and other private access;
 - (f) for stormwater treatment and disposal, sewage treatment and disposal, water supply, electricity reticulation, gas reticulation, telecommunications;
 - (g) for party walls and floors/ceilings;
 - (h) for reticulation servicing with sufficient width to permit maintenance, repair or replacement;
 - (i) for walkways and cycle ways, including access to water bodies.
 - (ii) The need for the cancellation of easements.
- (i) for the provision of public access throughout the Open Space Zone within Peninsula Bay.
- (j) within the Mount Cardrona Station Special Zone the extent to which:
 - (i) public access easements through Activity Area 7 provide access to the historic water races, while ensuring their protection.
 - (ii) access easements provide potential linkages between the site and surrounding walkways, enabling connection between Mount Cardrona Station and the existing Cardrona village.
- (iii) access easements and easements in gross are in general accordance with the Mount Cardrona Station Walkways Plan (Structure Plan C).

15.2.19

On any boundary adjustment in the Rural General Zone which meets the zone standards the matters in respect of which the Council has reserved control are:

- the location of the proposed boundaries, including their relationship to approved residential building platforms, existing buildings, and existing vegetation patterns and existing or proposed accesses;
- boundary treatment;
- easements for access and services.

15.2.20 Affordable Residential Lots

15.2.20.1 Zone Subdivision Standard – Northlake Special Zone

- (i) The development of Activity Area D1 shall result in 20 affordable lots. For the purpose of this rule:
 - (a) 'affordable lots' means a residential lot, capable of accommodating a 3 bedroom residential unit, which is marketed for sale at a maximum price of \$160,000.00 adjusted annually to account for inflation in accordance with the Consumer Price Index from an initial date of 1 January 2014.
 - (b) A residential lot used for retirement village purposes shall not be deemed to meet this requirement.
 - (c) A legal method must be implemented which will ensure that each of the required 20 affordable lots are delivered to the market. That legal method must include a three month option in favour of the

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Queenstown Lakes Community Housing Trust whereby the Trust may purchase the lot or nominate the purchaser of the lot.

15.2.21 Earthworks

15.2.21.1 Controlled Subdivision Activity – Earthworks

Earthworks associated with any subdivision of land in any zone except for any of the Special Zones that are listed in Section 12 of the District Plan other than the Rural Visitor Zone and any of the Ski Area Sub-Zones are a **Controlled Activity** with the Council reserving control in respect to the matters listed in Rule 22.3.2.2(a)(i)-(ix) in Section 22.

15.2.21.2 Assessment Matters for Resource Consent

In considering whether or not to impose conditions in respect of Earthworks associated with any subdivision the Council may consider the Resource Consents - Assessment Matters 22.4i-viii in Section 22.

APPENDIX 5 - DISTRICT PLAN OBJECTIVES AND POLICIES

12.33 Northlake Special Zone - Issues, Objectives and Policies

The purpose of the Northlake Special Zone is to provide for a predominantly residential mixed use neighbourhood. The area will offer a range of housing choices and lot sizes ranging from predominantly low to medium density sections, with larger residential sections on the southern and northern edges. The zone enables development of the land resource in a manner that reflects the zone's landscape and amenity values.

The Northlake Special Zone includes a Structure Plan showing existing and proposed roads, the position of Activity Areas, Building Restriction Areas and Tree Protection Areas. Subsequent provisions refer to these terms. An important component of the Zone is the need to submit an Outline Development Plan as part of an application for consent to specified activities prior to development, to ensure the Zone is developed in an integrated manner.

12.33.1 Issues

i Landscape and Amenity

Northlake is located within a landscape which contributes to the amenity of the wider Wanaka area. It is important to recognise and achieve high quality amenity outcomes. The urban edge needs to be located to preserve the landscape values enjoyed from Lake Wanaka and the Clutha River.

ii Community

Development in Northlake shall occur in a manner that provides for the integration of activities important for the social wellbeing of the

community. There is potential to establish a small precinct with community and commercial activities that meet some daily needs and act as a focal point for the Northlake community.

iii Ecology

Years of pastoral farming have degraded natural values. However, through protecting remnants of mostly kanuka vegetation and encouraging tree planting, some values can be restored and enhanced. Development near the boundary of the Hikuwai Conservation Area shall be managed so as to reinforce and protect the values of that area.

iv Open Space and Recreation

Northlake presents opportunities to provide open spaces and trails that will contribute to the Wanaka community's social and economic wellbeing. Continued and increased opportunities to access Lake Wanaka and the outlet to the Clutha River can be secured as part of the development of the land.

v Efficient Land Use

It is important that residentially zoned land is used efficiently in order to promote housing affordability and relieve pressure to develop other more sensitive land in and around Wanaka.

vii Infrastructure

Development of the zone will require the provision of services including water supply, sewage disposal, stormwater disposal, telecommunications and electricity supply.

12.33.2 Objectives and Policies

Objective 1 – Residential Development

A range of medium to low density and larger lot residential development in close proximity to the wider Wanaka amenities.

Policies

- 1.1 To establish a mix of residential densities that will provide a residential environment appealing to a range of people.
- 1.2 To enable medium density living within the less sensitive parts of the zone in order to give Northlake a sense of place and to support a neighbourhood commercial and retail precinct.
- 1.3 To maintain and enable residential lot sizes in Activity Areas A and C4 consistent with the adjacent Rural Residential Zone.
- 1.4 To enable and encourage low density residential activities within Activity Areas B1 – B5.
- 1.5 To enable and encourage larger residential lot sizes within Activity Areas C1 – C3.
- 1.6 To enable and encourage medium density residential activities within Activity Area D1.
- 1.7 To provide for small scale neighbourhood retail activities to serve the needs of the local community within Activity Area D1 and to avoid visitor accommodation, commercial, retail and community activities and retirement villages within Activity Areas other than within Activity Area D1.
- 1.8 To provide for community activities, including educational facilities, to serve the needs of the Northlake community and to be available for use by the wider Wanaka community.
- 1.9 To enable affordable housing by providing for cost effective development and by requiring a range of lot sizes and housing typologies, including 20 affordable lots (as defined in Rule 15.2.20.1).

Objective 2 – Urban Design

Development demonstrates best practice in urban design and results in a range of high quality residential environments.

Policies

- 2.1 To use a Structure Plan to establish:
 - The location of Activity Areas
 - The primary roading network
 - Required walking and cycle connections
 - Areas where buildings are prevented from occurring due to landscape sensitivity
 - Areas where existing vegetation forms an important landscape or ecological feature and should be protected
- 2.2 To require development to be consistent with the Northlake Structure Plan.
- 2.3 To require the use of Outline Development Plans in resource consent applications for Activity Areas B1 to B5, C1 to C4 and D1 in order to:
 - implement the objectives and policies of the Zone and the relevant Activity Area and the Northlake Structure Plan;
 - determine the general location of anticipated future activities and built form within the Activity Area;
 - achieve any required density range within the relevant Activity Area;
 - achieve appropriate integration of anticipated future activities.
- 2.4 To achieve a high level of integration through residential lot layout, street design, recreational areas (including walkways/ cycleways, parks and open spaces) and landscaping through the resource

consent process using Outline Development Plans.

- 2.5 To ensure that development recognises and relates to the wider Wanaka character and is a logical extension of the urban form of Wanaka.
- 2.6 To enable visitor accommodation, commercial, retail and community activities and retirement villages within Activity Area D1 including limited areas of small scale neighbourhood retail to service some daily needs of the local community, while maintaining compatibility with residential amenity and avoiding retail development of a scale that would undermine the Wanaka Town Centre and the commercial core of the Three Parks Special Zone.
- 2.7 To enable educational facilities to service the needs of the Wanaka community, while maintaining compatibility with residential amenity.

Objective 3 – Connectivity

Development that is well-connected internally and to networks outside the zone.

Policies

- 3.1. To ensure that roading is integrated with existing development and the existing road network.
- 3.2. To promote a logical and legible road layout, minimising cul-de-sacs where practical.
- 3.3 To require public cycling and walking trails through the zone that link to existing and potential trails outside the zone.
- 3.4 To enable public transport to efficiently service the area, now and in the future.

- 3.5 To reduce travel distances through well connected roads.

- 3.6 To provide safe, attractive, and practical routes for walking and cycling, which are well linked to existing or possible future passenger transport and local facilities and amenities within the zone.

Objective 4 – Landscape and Ecology

Development that takes into account the landscape, visual amenity, and conservation values of the zone.

Policies

- 4.1 To identify areas where buildings are inappropriate, including ridgelines, hilltops and other visually prominent landforms, and to avoid buildings within those areas.
- 4.2 To maintain and enhance the nature conservation values of remnants of indigenous habitat, and to enhance the natural character of the northeast margin of the zone.
- 4.3 To ensure that roads are designed and located to minimise the need for excessive cut and fill and to respect natural topographical contours.
- 4.4 To ensure that trees within the Tree Protection Areas are retained, and that any individual trees that are removed or felled within TPA3 or TPA4 are progressively replaced with non-wilding species so as to ensure development is reasonably difficult to see from the Deans Bank trail (northern side of the Clutha River), to retain a predominantly treed foreground when viewed from the Deans Bank trail, and to retain a predominantly treed background when viewed from Outlet Road.

Objective 5 – Recreation

The establishment of areas for passive and active recreation.

Policies

- 5.1. *To identify areas for passive and active recreation, and to encourage connections between recreational areas.*
- 5.2. *To ensure that community recreation areas are located on flatter areas within the zone.*
- 5.3. *To encourage the provision of public access to the Clutha River.*
- 5.4. *To require provision of community facilities at an early stage in the development of the zone.*

- 6.5. *To provide for water storage facilities for the benefit of the wider Council network as well as for the zone.*

Objective 6 – Infrastructure

Provision of servicing infrastructure to cater for demands of development within the zone in an environmentally sustainable manner and to enhance wider utility network systems where appropriate.

Policies

- 6.1. *To provide safe and efficient road access to the zone from Aubrey Road and Outlet Road.*
- 6.2. *To provide for transport network upgrades when required.*
- 6.3. *To design local streets to ensure safe, low speed traffic environments.*
- 6.4. *To utilise low impact design solutions that minimise adverse environmental effects resulting from stormwater runoff.*

14. Transport

14.1 Issues, Objectives and Policies

14.1.1 Resources, Activities and Values

A well managed transport system needs to:

- be sustainable
- maximise safety
- cater for all modes of transport
- minimise adverse effects
- minimise energy usage
- minimise conflicts with other land uses and amenity values, especially landscape, visual, heritage and pedestrian amenities.

The principal transport resources and activities available in the District are:

- 1 The roading system provided by the Council and Transfund New Zealand in the case of state highways; and
- 2 The airports of Queenstown and Wanaka.

State Highway 6, 6A, 8, 8A and 84 provide linkages within the District.

14.1.2 Issues

i Efficiency

The efficient use of the District's roads and other transport infrastructure, and the efficient use of fossil fuels for transport, can be adversely affected by the inappropriate location, nature and design of land use activities, their access, parking and servicing.

The demand for transport fuel will almost certainly continue to increase medium-term, as independent mobility remains a major component of

transportation. This mobility is often necessary simply to ensure a basic level of accessibility, especially in rural areas. An increase in resource development, including the visitor industry, will result in traffic increases.

The Council is strongly promoting resource management policies for growth and development based on the consolidation of urban activities and commercial centres. Such policies, in association with transport policies, are in significant part directed at improved energy efficiency and a greater variety of transport options including pedestrian links and public transport.

ii Safety and Accessibility

The safety and convenience of pedestrians, horse riders, cyclists and other road users can be adversely affected by the inappropriate location, nature and design of land use activities, their access, parking and servicing.

To enable people to carry out their existing and likely future activities it is necessary to provide a good level of accessibility throughout the District. Potential conflicts between vehicles and pedestrians exist. Activities located alongside roads have the potential to affect the safety of through traffic. Drivers can be distracted by signs, accessways and activities adjoining main roads, particularly in areas of higher vehicle speeds or vehicle numbers. This can reduce the safety of vehicles, cyclists and pedestrians.

iii Environmental Effects of Transport

Motorised transport can adversely affect the amenities of the District, as a result of noise and emissions, loss of visual amenity, privacy and accessibility.

Motorised transport has obvious advantages to the community in convenience and mobility, however there are adverse effects resulting from the operation of the transport system. Some of these effects include reduced accessibility, noise and fumes.

The efficient use and capacity of a road can be reduced by parked or manoeuvring cars particularly on the main roads where there is a

predominance of through traffic. The amenity of an area can also be compromised by both on and off-street parking resulting in a loss of aural privacy and visual appearance.

Road construction can also have significant environmental effects in terms of visual amenity, increased noise and fumes for properties near roads; reduced accessibility for properties cut-off from community facilities by major roads; and loss of natural features. Cultural values have been affected by road construction in the past, with archaeological sites being disturbed by earthmoving equipment and waahi tapu or waahi taoka unearthed.

14.1.3 Objectives and Policies

Objective 1 – Efficiency

Efficient use of the District's existing and future transportation resource and of fossil fuel usage associated with transportation.

Policies:

- 1.1 *To encourage efficiency in the use of motor vehicles.*
- 1.2 *To promote the efficient use of all roads by adopting and applying a road hierarchy with associated access standards based on intended function.*
- 1.3 *To promote the efficient use of roads by ensuring that the nature of activities alongside roads are compatible with road capacity and function.*
- 1.4 *To protect the safety and efficiency of traffic on State Highways and arterial roads, particularly State Highway 6A, by restricting opportunities for additional access points off these roads and by ensuring access to high traffic generating activities is adequately designed and located.*
- 1.5 *To promote the efficient use of fuel for transport purposes, by providing for a District wide policy of consolidated urban areas, townships, retail centres and residential environments.*

- 1.6 *To promote and provide for the consolidation of new areas of residential development and for higher density development within identified areas.*
- 1.7 *Enabling for home occupations within residential areas to reduce travel time and costs between home and work.*
- 1.8 *To consider options for encouraging and developing greater use of public transportation facilities and in particular to continue to investigate the options for alternative transport means.*
- 1.9 *To require off-road parking and loading for most activities to limit congestion and loss of safety and efficiency of adjacent roads and to promote the maintenance and efficiency of those roads.*
- 1.10 *To require access to property to be of a size, location and type to ensure safety and efficiency of road functioning.*

Implementation Methods

Objective 1 and associated policies will be implemented through a number of methods:

(i) District Plan

- (a) Define a roading hierarchy with associated design and access standards.
- (b) Control the nature, scale, design and location of activities and associated access onto State Highways and arterial roads.
- (c) Set performance standards for property access, parking and loading.

- (d) Consolidation of existing and new urban developments through the clear definition of the extent of the existing towns and policy direction on the form and location of new urban areas.

(ii) Other Methods

- (a) Monitor and investigate the needs and opportunities for greater use of public transport.
- (b) Development of a transportation strategy.

Explanation and Principal Reasons for Adoption

Present motor vehicle transportation is based on non-renewable fossil fuels and the use of these fuels is unlikely to be sustainable in the long term. Maximising the opportunities for alternatives to the use of the private motor vehicle and increasing the use of other modes of transport will promote a reduction in the rate of traffic growth, congestion and encourage the more efficient use of motor vehicles. This policy will be augmented by policies promoting consolidated urban growth areas and increased opportunities for other transport modes.

The Council has adopted a hierarchy of roads in which each road is generally classified with respect to its planned traffic function. The hierarchy is contained within Appendix 6. The highest classified roads provide for the greatest level of through movement, with a minimum access function, that is for pedestrians, servicing and parking. Local roads provide for little through movement, but more priority is given to access. In this way the road network provides for the efficient and safe movement of people and goods and reduces the conflicts which arise between traffic requirements and the surrounding land use environments and activities. The function of the roads in the hierarchy is as follows:

Arterial Roads

All State Highways are (major) arterial roads. Other (minor) arterial roads have similar characteristics, being dominant elements of the network connecting the major settlements in the District with the District. Arterial roads will be managed to minimise their local access function.

Collector Roads

Collector roads provide for the distribution and circulation of traffic between or within local areas and to and from the arterial road network. Collector roads also provide access to private properties fronting the road, however, the main function is to provide access to local roads. In many instances they provide a direct link between two arterial roads. Through traffic makes up a high proportion of the traffic flow.

Local Roads

Local roads make up the balance of the District's roads. These function almost entirely as accessways to properties and are not intended to act as through routes for vehicles. These also serve other functions in terms of pedestrian access, cycle ways and may function as pedestrian malls or parking precincts.

Service Lanes

Service lanes are used when there is a need to load and unload vehicles on adjoining sites and are encouraged where they can provide a multi-user function.

The efficiency and safety of the road network, particularly arterial roads, requires minimising conflicts between various road users. Important in this respect is the need to provide for adequate parking and for queuing and manoeuvring space for vehicles entering and leaving sites. Access control can take a variety of forms including well designed entrances to parking areas or by restricting access to roads which are not predominantly residential or urban in character.

The Council will continue to promote policies which increase efficiency and convenience through the greater use of public transport, urban consolidation and opportunity for people to undertake work at home.

Objective 2 - Safety and Accessibility

Maintenance and improvement of access, ease and safety of pedestrian and vehicle movement throughout the District.

Policies:

- 2.1 *To maintain and improve safety and accessibility by adopting and applying a road hierarchy with associated design, parking and access standards based on the intended function.*
- 2.2 *To ensure the intensity and nature of activities along particular roads is compatible with road capacity and function, to ensure both vehicle and pedestrian safety.*
- 2.3 *To ensure access and movement throughout the District, and more particularly the urban areas, for people with disabilities is not unreasonably restricted.*
- 2.4 *To encourage the development of pedestrian and cycle accessways, within the main townships.*
- 2.5 *To maintain and upgrade, where appropriate, the existing roads and provide for new roads and related facilities where these are important for providing access. In particular, to investigate and/or make provision for:*
- *a new road link from Man Street to the One Mile roundabout.*
 - *a new road linking Queenstown and Frankton on the northern side of SH6A above Frankton Arm.*
 - *a long term roading network for the Frankton flats area to protect the through route function of State Highways and provide access to residential, commercial and recreational activities.*
- 2.6 *To ensure intersections and accessways are designed and located so:*
- *good visibility is provided.*
 - *they can accommodate vehicle manoeuvres.*
 - *they prevent reverse manoeuvring onto arterial roads; and*

- *are separated so as not to adversely affect the free flow of traffic on arterial roads.*

- 2.7 *To ensure vegetation plantings are sited and/or controlled so as to maintain adequate visibility and clearance at road intersections and property access and to prevent the icing of roads during winter months, except and unless that vegetation is important to the visual amenity of the District or is protected as part of the Heritage Provisions.*

Implementation Methods

Objective 2 and associated policies will be implemented through a number of methods:

(i) District Plan

- (a) As for Objective 1.
- (b) The inclusion of rules specifying performance standards for road construction, based on the road's intended function within the roading hierarchy.
- (c) To investigate a new road link from Man Street to the Fernhill roundabout.

(ii) Other Methods

- (a) To continue to maintain and progressively upgrade the roading network to improve traffic safety, efficiency and accessibility.
- (b) Investigate the need for and, where appropriate, develop additional pedestrian areas, walkways and cycle ways within the District's main towns.
- (c) To investigate a revised roading network for the Frankton Flats.

Explanation and Principal Reasons for Adoption

The safety and efficiency of the road network can be adversely affected by parking, access and pedestrian movement associated with a particular activity. The siting of appropriate activities alongside the appropriate

elements of the road hierarchy and network will result in benefits of fewer accidents and greater efficiency.

People will be encouraged to walk rather than use motorised transport if they are provided with a safe and pleasant environment. The creation of pedestrian and cycle links can be an important part of increasing safety and access. These links need to be planned in conjunction with the road network to enable the transport network to be developed in an integrated fashion.

People with impaired mobility include the elderly and people confined to wheelchairs. These people have particular requirements for ease of movement and the Council can assist in allowing easy, unrestricted access for all people to important and essential activity areas by adopting appropriate management and design solutions.

A number of activities including buildings, trees and advertising signs can impair visibility at intersections and adversely affect the safety of the road network. In order to maintain road safety it is important that the elements on sites adjoining the network do not affect driver and pedestrian safety.

The Council supports the development and construction of new roads where these can be demonstrated to have significant environmental benefits as well as improve traffic movement and safety. Extension of Man Street will significantly improve the flow of vehicles through and around the Queenstown Town Centre. This will greatly enhance the pedestrian amenity within the town and reduce congestion on Shotover Street.

The Council is committed to investigating the opportunity for new roads to serve the future development of the Frankton Flats. This will not only make the area more accessible to the wider community but will reduce the impact of development on State Highway No. 6 and improve access to the airport and other activities.

Objective 3 - Environmental Effects of Transportation

Minimal adverse effects on the surrounding environment as a result of road construction and road traffic.

Policies:

- 3.1 *To protect the amenities of specified areas, particularly residential and pedestrian orientated town centres from the adverse effects of transportation activities.*
- 3.2 *To discourage traffic in areas where it would have adverse environmental effects.*
- 3.3 *To support the development of pedestrian and similar links within and between settlements and the surrounding rural areas, in order to improve the amenity of the settlements and their rural environs.*
- 3.4 *To ensure new roads and vehicle accessways are designed to visually complement the surrounding area and to mitigate visual impact on the landscape.*
- 3.5 *To maintain and enhance the visual appearance and safety of arterial roads which are gateways to the main urban centres.*
- 3.6 *To incorporate vegetation within roading improvements, subject to the constraints of road safety and operational requirements, and the maintenance of views from the roads.*
- 3.7 *To implement appropriate procedures, in conjunction with the takata whenua and Historic Places Trust, should any waahi tapu or waahi taonga be unearthed during roading construction. (see Section 4.3 Objective 1 Policy 1 for consultation procedures with takata whenua).*
- 3.8 *To set areas aside for staff car parking in Business and Industrial Zones.*

Implementation Methods

Objective 3 and associated policies will be implemented through a number of methods including:

(i) District Plan

- (a) As for Objectives 1 and 2.

- (b) The use of zoning provisions to define appropriate areas for different types of activities, in relation to their proximity to major through roads.
- (c) Provision for roading design, pedestrian links and protection of important features to be controlled through the subdivision process.

(ii) Other Methods

- (a) Continue to improve the design and visual appearance of roads especially where they enter towns.
- (b) Monitor traffic movements and, where necessary undertake traffic management measures to discourage traffic in areas where it is having adverse environmental effects.
- (c) To restrict heavy vehicle access and to discourage unnecessary vehicle movements through sensitive urban and rural environments; Queenstown Special Character Area and Arrowtown Town Centre.
- (d) Development of a transportation strategy.

Explanation and Principal Reasons for Adoption

Many parts of the District contain important pedestrian environments, particularly the town centres and residential areas. In these areas priority may have to be given to the needs of pedestrians and cyclists over private vehicles and goods servicing vehicles. The creation of pedestrian-friendly and safe environments in these localities enhances the living, working and leisure activities of the residents. In addition, the Council wishes to enhance the visual approach to the main urban centres through the establishment of attractively landscaped vehicle and road approaches, eg the Kawarau Gorge Road State Highway No. 6 entrance to Frankton.

The development of a transportation strategy would clarify the Council's overall policy for transportation and provide greater direction when it came to review the provisions of the District Plan.

Objective 4 - Town Centre Accessibility and Car Parking

Town centres which are accessible to pedestrians and vehicles, and legible to all persons wishing to access them, commensurate with other town centre objectives and policies.

Policies:

- 4.1 *To achieve a general reduction in the dominance of vehicles and heavy commercial vehicles within each town centre through the on-going establishment of off-street car parks.*
- 4.2 *To manage vehicle movement within the town centres to provide for appropriate levels of accessibility, minimise congestion and promote personal safety.*
- 4.3 *To require all activities and developments to contribute towards the provision of off-street vehicle parking.*
- 4.4 *To provide an integrated and well located off-street car parking resource around the periphery of the town centres.*
- 4.5 *To provide off-street parking within particular areas of the town centres in order to limit and reduce traffic flowing into and through those areas and thereby retain the character of the centres.*
- 4.6 *To require all vehicle accesses to properties and developments to be designed in accordance with a set of specified standards, which ensure vehicle manoeuvring has minimal impact on the safety and efficiency of roads and footpaths and the amenity of any particular area.*
- 4.7 *To encourage on-site parking in association with development and to allow shared off-site parking in close proximity to development in residential areas to ensure the amenity of neighbours and the functioning of streets is maintained.*

Implementation Methods

Objective 4 and associated policies will be implemented through a number of methods including the following:

(i) District Plan

- (a) The use of rules to define areas for off-street parking and provide design controls in respect of access and frontage and limit the hours for goods vehicle servicing.
- (b) To designate areas for new public off-street car parks.

(ii) Other

- (a) To continue to provide adequate public car parking in close proximity to the main commercial centres.
- (b) To levy rates for the provision of car parking within the Town Centre Zones provided that it is recommended to the Council when making and levying rates that proper consideration be applied to giving due credit and allowance for parking actually established on any particular property in the Remarkables Park Zone, as at the time of making and levying rates.

Explanation and Principal Reasons for Adoption

The town centres will continue to be the principal focus for a range of activities and must remain accessible to pedestrians and vehicles. The road networks which bring people and vehicles to each of the town centres do not all have the capacity to cope with foreseeable increases in traffic volumes. In particular, the Frankton Road (SH 6A) is now the subject of investigation in terms of capacity and design. It is not well equipped to cater for significant increases in traffic generation resulting from further major commercial development in Queenstown. As such, alternative modes of transport and other locations are necessary for long term retail growth. There are difficulties coping with vehicle and pedestrian traffic on the street networks within the town centres of Queenstown and Arrowtown where the streets are narrow and pedestrian numbers are expected to increase significantly.

Increasing vehicle numbers will also increase ambient noise levels and air pollution and detract from the amenity values of the town centre environments. At present the worst intrusion arises from the movement of heavy commercial vehicles within the town centres. It is acknowledged businesses must be serviced but the problem can be overcome either by

restricting the hours during which such vehicles have access to the town centres or by a shift on the part of the transport operators to smaller service/delivery vehicles. The other intrusion is by passenger coaches. These vehicles tend to dominate the street scene and, because of the frequency with which they move through the town centres, particularly Queenstown, detracts from the amenity and the experience of those centres.

It is not proposed vehicles be totally removed from the town centres. This would be impracticable and could have the effect of adversely affecting the vitality of these environments. Rather, through street improvement works, the provision of convenient and readily accessible off-street parking areas and the implementation of local area traffic management schemes it is anticipated there will be a reduction in the number of vehicles entering the town centres and there will be greater compatibility between pedestrian and vehicle movements within the same street and carriageway.

The achievement of this reduction will be assisted by restricting off-street parking provision associated with developments within the core areas of the Queenstown and Arrowtown town centres.

While the overall thrust of the objective and policies is to manage the number of vehicles entering and circulating around the town centres, it is acknowledged there is a need for short term on-street car parking which is readily available for use. Such parking is essential for the mobility impaired and can be used to good effect to assist in retaining the vitality of the town centres.

The restraints on off-street parking are directed at long term parking. The provision of such parking in the core areas of the town centres is contrary to the achievement of accessibility, vitality and high standards of amenity. As such the Council is moving to establish car parks on the periphery of town centres and to limit the impact of existing public off-street car parks on town centre amenity.

Objective 5 - Parking and Loading - General

Sufficient accessible parking and loading facilities to cater for the anticipated demands of activities while controlling adverse effects.

Policies:

- 5.1 *To set minimum parking requirements for each activity based on parking demand for each land use while not necessarily accommodating peak parking requirements.*
- 5.2 *To ensure business uses have provision for suitable areas for loading vehicles on-site.*
- 5.3 *To ensure car parking is available, convenient and accessible to users including people with disabilities.*
- 5.4 *To require all off-street parking areas to be designed and landscaped in a manner which will mitigate any adverse visual effect on neighbours, including outlook and privacy.*
- 5.5 *To require the design of parking areas to ensure the safety of pedestrians as well as vehicles.*
- 5.6 *To set areas aside for staff car parking in business and industrial zones.*

Implementation Methods

Objective 5 and associated policies will be implemented through a number of methods:

(i) District Plan

- (a) As for Objectives 1 and 2.
- (b) The inclusion of provisions for cash-in-lieu contributions.
- (c) The designation of new off-street parking areas for the town centres.
- (d) Landscape and design provisions for off-street car parks.

(ii) Other Methods

- (a) To continue to improve the design, and safety, of footpaths.

- (b) To continue to provide adequate public car parking in close proximity to the main commercial centres.
- (c) To levy rates for the provision of car parking within the Town Centre Zones.

Explanation and Principal Reasons for Adoption

All activities generate vehicle trips and therefore parking in close proximity of the site is required to provide accessibility for people and goods. If provision is not made by the owner or developer of a site the only alternative is to carry out manoeuvres on the street thereby adversely affecting the efficiency and safety of the road network.

The amount of parking required for each activity should be adequate for normal demands including staff parking. Some activities have high peak demands but it is not practical to provide for these.

Through setting minimum parking requirements the Council will seek to maintain the traffic function and safety of the road network and the amenity of residential streets and the town centres.

Some sites can be small and restrictive to development and in some locations pedestrian access, convenience and other amenity values would be adversely affected by on-site parking. In circumstances, where car parking cannot be provided to meet the demand, it is a more practical alternative for the Council to levy rates for the provision of car parking. Such funds will be used to develop an integrated and convenient network of car parks. This will lead to improved quality of development and amenity, especially in the town centres.

The siting of parking areas needs to be made obvious to potential users by either good siting or signage. Car parking which is both accessible and convenient minimises the amount of on-street parking which protects the traffic function of the road network and the amenity values of the town centres and residential neighbourhoods.

Objective 6 - Pedestrian and Cycle Transport

Recognise, encourage and provide for the safe movement of cyclists and pedestrians in a pleasant environment within the District.

Policies

- 6.1 *To develop and support the development of pedestrian and cycling links in both urban and rural areas.*
- 6.2 *To require the inclusion of safe pedestrian and cycle links where appropriate in new subdivisions and developments.*
- 6.3 *To provide convenient and safe cycle parking in public areas.*

Implementation Methods

Objective 6 and associated policies will be implemented through a number of methods:

- (i) **District Plan** Assessment of pedestrian and cycle links through the subdivision consent process.
- (ii) **Other Methods**
 - (a) Development of a network of rural walkways.
 - (b) Development of pedestrian links and pedestrianised areas, Queenstown Mall, Athol Street.
 - (c) Development of walkways through public open space.
 - (d) Provision of convenient and safe cycle parking in public areas.
 - (e) Development of cycle routes and associated facilities.

Explanation and Principal Reasons for Adoption

Walking and cycling are non-polluting methods of transport and should be encouraged by providing high standard facilities. Pedestrian and cycle links need to be safe for people to use by providing open well lit linkages. The

subdivision and development process provides the opportunity to extend and add to the transport network in a manner which will improve the convenience, safety and amenity of the network.

Cyclists require parking facilities located close to their destination. The facilities need to provide for the ability to secure cycles adequately to prevent theft. If sufficient, safe parking is provided in and around the town centres, it may promote the use of the bicycle as an alternative means of transport to the private motor car, thereby reducing road congestion.

Objective 7 - Public and Visitor Transport

Recognition of public transport needs of people and provision for meeting those needs.

Policies:

- 7.1 *To plan and encourage an efficient pattern of public transport.*
- 7.2 *To investigate opportunities for public transport as an alternative to, or in association with, changes or extensions to the major road network.*
- 7.3 *To promote and investigate opportunities for a public transport link between Queenstown and Frankton.*
- 7.4 *To support the development and operation of various types of tourist transport.*
- 7.5 *To liaise with the Otago Regional Council and public transport operators to ensure the public transport needs of the District are met.*

Implementation Methods

Objective 7 and associated policies will be implemented through a number of methods:

- (i) **District Plan**

- (a) Policy support for public transport initiatives and in particular, opportunities to investigate and implement a public transport link between Frankton and Queenstown.
- (b) District Plan provisions which support the consolidation of visitor accommodation close to the main traffic routes.
- (c) District Plan provisions which support areas of consolidated urban development.

(ii) Other Methods

- (a) Co-ordination and liaison with the Otago Regional Council and Transit NZ and Transfund NZ regarding the operation and financing of public transport systems.
- (b) Support for feasibility studies to implement public transport systems.
- (c) Investigation of public transport alternatives to new roading infrastructure.
- (d) Encourage establishment and use of public transport, particularly between Frankton and Queenstown.

Explanation and Principal Reasons for Adoption

The Council is committed to investigating and supporting initiatives for alternative transport modes, particularly public transport where this can be developed in an environmentally sensitive form, to reduce vehicle flows, and to provide a viable alternative for people. The Council is strongly supportive of options for a viable, environmentally sensitive and efficient public transport link between Queenstown and the Frankton localities, starting generally in the vicinity of the One Mile, and linking with future growth opportunities in Frankton. Such a system is seen as having important resource management benefits in terms of energy efficiency, providing an alternative option to major road works, supporting the general urban consolidation policies and bringing significant environmental benefits in terms of reducing the number of private cars entering Queenstown and using the road network.

Objective 8 - Air Transport

Effective and controlled airports for the District, which are able to be properly managed as a valuable community asset in the long term.

Policies:

- 8.1 *To provide for appropriate growth and demand for air services for Queenstown and Wanaka.*
- 8.2 *To avoid or mitigate any adverse environmental effects from airports on surrounding activities.*
- 8.3 *To establish an Air Noise Boundary and Outer Control Boundary for Queenstown and Wanaka airports.*
- 8.4 *To advocate a noise management regime at Queenstown airport and Wanaka Airport to help manage the environmental effects of aircraft noise through means available to the Queenstown Airport Corporation and the Wanaka Airport Operator but not available through the District Plan.*
- 8.5 *To provide for appropriate recreational airport facilities at Wanaka.*
- 8.6 *To ensure buildings at both airports have regard for and are sympathetic to the surrounding activities, and landscape and amenity values by way of external appearance of buildings and setback from neighbouring boundaries.*
- 8.7 *To ensure noise monitoring regimes are established for the District's airports by the respective requiring authorities.*
- 8.8 *To manage noise sensitive activities in areas with existing urban development surrounding the airport, while ensuring future noise sensitive activities in areas currently undeveloped and adjacent to airports are restricted.*

Implementation Methods

Objective 8 and associated policies will be implemented through a number of methods including:

(i) District Plan

- (a) Identification of the Air Noise Boundary (65 L_{dn}) and Outer Control Boundary (55 L_{dn}) locations and implementation of controls relating to these in order to manage aircraft activity at the airports.
- (b) Provisions managing noise sensitive activities in areas with existing noise sensitive development.
- (c) Provisions prohibiting further intensive development, particularly noise sensitive development from areas adjacent to airports which have not been recognised for noise sensitive activities in former Plans or have not been developed for these activities.
- (d) District Plan provisions, particularly policies, to encourage the retention of existing Rural Zones within areas affected by airport noise, in order to provide a buffer for noise and safety reasons between airports and other land use activities.

(ii) Other Methods

- (a) Provision for designations which may include designations on aerodrome activities, Air Noise Boundaries and approach/takeoff flight paths including conditions 1-25 of Queenstown Airport Designation D2 (Aerodrome Purposes).
- (b) The operation of a liaison committee between the Queenstown Airport Corporation, the Council and local residents in respect of both airports.
- (c) Liaison with New Zealand Transport Agency regarding access to and from airports.

- (d) Implementation of a noise management plan by the Queenstown Airport Corporation to ensure management of the noise environment at both Queenstown and Wanaka airports. With respect to Queenstown airport the Noise Management Plan will be in accordance with Conditions 22 to 25 of Designation D2 setting out the required contents of such a plan.

Explanation and Principal Reasons for Adoption

The Queenstown and Wanaka airports are important physical resources, important to the social and economic well being of the community. Queenstown Airport's main function is for domestic, and international, passenger movements and freight and tourist operations. The Queenstown Airport is an important factor in the rate of growth in the District. In comparison, Wanaka Airport's main function has been to provide recreational and tourist air services, including aviation museums but increasingly it is providing for scheduled air services and may in the future provide a complementary alternative to Queenstown Airport.

The District's airports must be able to operate effectively and in a manner which provides for the District's well being. At the same time any adverse effects on the community, particularly the resident community, must be mitigated. The Council is of the view that the operation of Queenstown Airport should not preclude opportunities for further development of activities in close proximity, provided that appropriate controls are implemented.

The Council supports a noise regime which provides the opportunity for growth in airport activity, but also sets in place controls to mitigate and reduce any noise impact on the residential and other noise sensitive activities. While aircraft are likely to become less noisy in the future, more aircraft movements are expected to occur. Projections and noise investigations have determined noise contours on which to implement controls. As a result of these, residential and other noise sensitive activities will not be allowed to occur within the Air Noise Boundary (65 L_{dn} contour) of any airport.

Within the Outer Control Boundary (55 L_{dn} contour) the provisions relating to Queenstown and Wanaka Airports are different due to differing situations.

Within the Outer Control Boundary for Queenstown Airport where the land has not been zoned for noise sensitive activities under an operative plan and has no existing development for this purpose, such development will be prohibited. Within the Outer Control Boundary where there is existing noise sensitive development, any new noise sensitive development will be controlled, subject to acoustic insulation.

In relation to Wanaka Airport, activities sensitive to aircraft noise within the Outer Control Boundary will be prohibited. Any alterations or additions to existing buildings will be subject to acoustic treatment. The treatment requirements will be in accordance with the NZ Building Code Standards and the rules of this Plan.

The result of these controls will be to protect airports from future incompatible adjacent land uses, while recognising that current adjacent activities must be protected and provided for.

The controls are intended to either prohibit, or require acoustic treatment (as appropriate), for the full range of activities sensitive to aircraft noise. Reference is made to “community activities” in each of the relevant rules is defined in the district plan. The rules are intended to be inclusive; and to cover all activities which fall within the broad definition of community activity, whether or not such activities are separately defined.

Objective 9

In the Three Parks Zone, an urban structure, well-considered building design, and other initiatives which, together, help to reduce car use and provide practical alternatives.

Policies (Three Parks Zone)

9.1 *To require that the urban structure (including road layout, cycle and walking networks, land use densities, and block sizes) is well-connected and specifically designed to:*

9.1.1 *Enable public transport to efficiently service the area, now or in the future (which may, in the future, also*

include the provision of a significant transport hub/inter-change); and

9.1.2 *Ensure that on-street carparking is provided; and*

9.1.3 *Reduce travel distances through well-connected streets; and*

9.1.4 *Provide safe, attractive, and practical routes for walking and cycling, which are well-linked to existing or proposed passenger transport and local facilities and amenities within the zone, and which are well-connected to other areas beyond the zone, particularly the Wanaka Town Centre.*

9.2 *To require applications for Outline Development Plans, Comprehensive Development Plans, and larger scale commercial developments to show how they will help reduce private car travel and encourage realistic alternative modes of transport, including through avoiding the excessive provision of car parking*

9.3 *To recognise that constraining the provision of car parks may be one appropriate method of managing single occupancy car trips, particularly in later stages of development as the Commercial Core becomes more established*

9.4 *To encourage large scale developments (i.e. those with at least 150 employees) to prepare voluntary travel plans through the Council providing advocacy and assistance, and considering reductions in parking requirements where travel plans are proposed.*

Refer to Council guidelines relating to Travel Plans.

14.1.4 Environmental Results Anticipated

Implementation of the policies and methods in relation to Transport will result in:

- (i) Improved accessibility District wide for all modes of transport, particularly walkways and public transport.
- (ii) A safe and efficient transport system and a reduction in conflicts between land uses and road functions.
- (iii) Minimising the adverse effects of the transport system on the environment in respect of air pollution, noise and safety.
- (iv) Improved access and safety for pedestrians moving throughout the town centres and residential areas.
- (v) Improving the amenity of local streets and enhanced visual amenity along main transport routes.
- (vi) Decrease in the emission of greenhouse gases and use of fossil fuels.
- (vii) Enhanced visual and pedestrian amenity.
- (viii) A safe, efficient and a more visually attractive roading network.
- (ix) Mitigation of potential adverse effects such as icing, light overspill and conflicts between users.
- (x) The effective and efficient operation of the airports.
- (xi) The protection for the amenity of land uses surrounding major transport facilities and vehicles generating activities.
- (xii) Greater use of public transport and more rigorous assessment of public transport alternatives.
- (xiii) Ease of access for people with mobility problems.

- (xiv) Reinforcement of the landscape values of the District's natural resources.

15. Subdivision, Development and Financial Contributions

15.1 Issues, Objectives and Policies

15.1.1 Introduction

The Act distinguishes subdivision as a category of activity distinct from land use activities. The control of subdivision is a specific matter of relevance to District Plans. The principal feature of subdivision is that it produces a framework of land ownership which provides the basis for land use development, activities and conservation. Subdivision and land use are, therefore, closely related.

Subdivision provides the framework of service provision for land use including roading, water supply, sewage treatment and disposal, energy, telecommunication, stormwater and trade waste. Subdivision is the mechanism for the provision of esplanade reserves, esplanade strips and access strips and is therefore significant in the context of providing public access to lakes and rivers. Subdivision is also a means by which provision is made for additional land and facilities to meet the open space and recreation needs of the District's residents and visitors.

15.1.2 Issues

i Site Suitability

The underlying objective is to ensure that the lots created by subdivision are suitable for the anticipated use, that the land is of a suitable size and shape, is able to be serviced and developed and it is not subject to any unacceptable man-made or natural hazard.

ii Future Land Uses

There is an expectation by land purchasers that many of the effects of anticipated land uses will have been examined before a new land parcel is allowed to be created by way of subdivision. This includes the framework of services, reserves, access, water supply, stormwater disposal and sewage treatment and disposal. It also includes the effects on landscape, cultural or amenity values of the density and character of development that is likely to result from the subdivision pattern.

iii Costs of Infrastructure

Development facilitated by subdivision increases demands on the infrastructure of the District. New development will be subject to assessment in accordance with Council's Long Term Community Plan Development Contributions Policy to ensure that developments contribute to the cost of infrastructure associated with that demand.

iv Land subject to Natural Hazards

The opportunity may arise to subdivide and develop land which may be subject to natural hazards. This may require significant infrastructure works. Where land, or any structure on that land, is likely to be subject to damage by erosion, subsidence, or inundation from any source, the Act provides that the Council shall not grant a subdivision consent unless the effects can be avoided, remedied or mitigated. The suitability of land for future development in terms of susceptibility to natural hazards needs to be considered at the stage of subdivision.

The Council has identified the Makarora Rural Lifestyle Zone as one such area where development may occur at low densities subject to avoiding, remedying or mitigating the effect of natural hazards.

v Environmental Considerations

Where appropriate, the Council can secure the protection of environmentally sensitive sites, sites of significance to all cultures, or the margins of lakes and rivers, by way of esplanade reserves or conservation covenants, bonds or other such effective techniques at the time of subdivision. Subdivision also provides the opportunity to provide public access to and along lakes and rivers, and to obtain areas of land for public open space and recreation.

vi Special Lots

Provision needs to be made for special sites for activities such as utilities, roads, access lots to landlocked land or land with no practical access, recreation land or land of cultural or heritage significance including archaeological sites. The area of these lots may need to be less than the minimum otherwise permitted.

vii Public Access – Peninsula Bay Wanaka

There is a clear community desire to establish and maintain public access throughout the open space zone within Peninsula Bay, providing linkages throughout the site, and connections to the Lake. Where land is not vested in the Council as a reserve, public access needs to be established through the creation of easements at the time of subdivision. To ensure that the community's desires are met, it is important that the public access easements are established prior to any other development occurring within the site.

viii Appropriate Subdivision – Kirimoko Block, Wanaka

The Kirimoko Block is predominantly undulating topography and inappropriate subdivision and development has the potential to require significant earthworks and may compromise elevated, more visually sensitive spurs surrounding the block.

15.1.3 Objectives and Policies

Objective 1 – Servicing

The provision of necessary services to subdivided lots and developments in anticipation of the likely effects of land use activities on those lots and within the developments.

Policies:

1.1 *To integrate subdivision roading with the existing road network in an efficient manner, which reflects expected traffic levels and the safe and convenient management of vehicles, cyclists and pedestrians.*

1.2 *To ensure safe and efficient vehicular access is provided to all lots created by subdivision and to all developments.*

1.3 *To achieve provision of pedestrian, cycle and amenity linkages, where useful linkages can be developed.*

1.4 *To avoid or mitigate any adverse visual and physical effects of subdivision and development roading on the environment.*

1.5 *To ensure water supplies are of a sufficient capacity, including fire fighting requirements, and of a potable standard, for the anticipated land uses on each lot or development.*

1.6 *To ensure that the provision of any necessary additional infrastructure for water supply, stormwater disposal and/or sewage treatment and disposal and the upgrading of existing infrastructure is undertaken and paid for by subdividers and developers in accordance with Council's Long Term Community Plan Development Contributions Policy.*

1.7 *To ensure that the design and provision of any necessary infrastructure at the time of subdivision takes into account the requirements of future development on land in the vicinity, with Council being responsible for meeting any additional capacity of infrastructure above that required for the subdivision then being consented to in accordance with Council's Long Term Community Plan Development Contributions Policy.*

1.8 *To encourage the retention of natural open lakes and rivers for stormwater disposal, where safe and practical, and to ensure disposal of stormwater in a manner which maintains or enhances the quality of surface and ground water, and avoids inundation of land within the subdivision or adjoining land.*

1.9 *To ensure, upon subdivision or development, that anticipated land uses are provided with means of treating and disposing of sewage in a manner which is consistent with maintaining public health and avoids or mitigates adverse effects on the environment.*

1.10 *To ensure, upon subdivision or development, that all new lots or buildings are provided with connections to a reticulated water supply, stormwater disposal and/or sewage treatment and disposal system, where such systems are available.*

- 1.11 *To ensure adequate provision is made for the supply of reticulated energy, including street lighting, and communication facilities for the anticipated land uses, and the method of reticulation is appropriate to the visual amenity values of the area.*
- 1.12 *To ensure the requirements of other relevant agencies are fully integrated into the subdivision/development process.*

Explanation and Principle Reasons for Adoption

High vehicle ownership necessitates the provision of vehicular access to newly created lots. Rooding and access standards must be a reflection of anticipated traffic, be it volume or type, and must integrate into the existing rooding system to provide safe, convenient and efficient access. Subdivision provisions for rooding and access need to reflect the opportunities to create a variety of vehicle and access systems, for the benefit of both vehicular transport, cyclists and pedestrians. Rooding and access can also have a major visual impact and as such both the location in terms of the topography and landscape, and the design of access routes, should enhance the natural environment and minimise any visual intrusion.

The subdivision of land is often followed by intensification or changes in land use that subsequently increase the demand for water usage. Where the proposed subdivision creates new lots and where the users will require water for human consumption, then that supply must be potable and reliable in the long-term. In addition, as life and property needs to be protected, ready access to sufficient water supplies must be available for fire fighting purposes. Unless the water supply system has an excess of capacity, subdivision and development will lead to the need for the water supply system to be upgraded. Some land use activities may place heavy demands upon a water supply system and consideration must be given to their location to ensure the sustainability of the water resource.

Notwithstanding regular monitoring and testing programmes, individual wells run the risk of contamination, variable quantity and inadequate levels of supply at some times of the year. Connections to a public supply provide much greater certainty as to the adequacy of the water quality and the reliability of the supply.

The design of stormwater systems and the capacity of existing systems must be adequate to achieve satisfactory disposal. It is the responsibility of the person who changes the existing land and water surfaces to investigate the effects of the proposal. If any adverse effects on the surrounding or receiving environment will, or could, result from the subdivision or development of land, then mitigating measures must be carried out by the subdivider or developer.

Recognition and enhancement of the values of natural lakes and rivers and receiving waters is a necessary part of planning subdivision and subsequent land use developments. Lakes and rivers can be visually attractive and generally provide an opportunity for enhancement through suitable landscape treatment. Preservation of the catchment is ecologically more acceptable and can assist in avoiding contamination of surface waters from stormwater run-off. These benefits need to be balanced by safety and practicality considerations in urban areas.

Proper treatment and disposal of sewage is a matter of importance. This is significant in terms of the protection of the quality of the surface and groundwaters and in the protection of public health.

Treatment of sewage effluent requires adequate provision for treatment systems and a means of disposal for the waste generated by the subdivision. In the existing urban areas where the Council provides or intends to provide for public sewage reticulation, treatment and disposal, there is a greater assurance that public health risks and adverse effects on the environment will be avoided.

In rural areas and townships, where connection to public reticulated systems is impracticable, care must be exercised to ensure the individual treatment and disposal system does not cause contamination of any adjoining lakes and rivers or groundwater, particularly if that could affect public health and the quality of a locality's water supply.

The taking of water and the discharge of the contaminants in stormwater and sewage are also the responsibility of the Otago Regional Council and consents may also be required from this Council in conjunction with a subdivision consent from the District Council.

The supply of electric power and telecommunications to all sectors of the community can be regarded as an essential service. It includes any upgrading or establishment of a system to service an area, and supply to individual users of sites created upon subdivision. The widespread use of electric power means a provision of power lines and their associated structures. With appropriate planning, the adverse effects of overhead lines can be mitigated to a certain degree in some locations, however, for most properties in the residential areas, townships, and town centres, provision of new reticulation is more appropriate underground.

Objective 2 - Cost of Services to be Met by Subdividers

The costs of the provision of services to and within subdivisions and developments, or the upgrading of services made necessary by that subdivision and development, to the extent that any of those things are necessitated by the subdivision or development to be met by subdividers.

Policies:

2.1 *To require subdividers and developers to meet the costs of the provision of new services or the extension or upgrading of existing services (including head works), whether provided before or after the subdivision and/or development, and which are attributable to the effects of the subdivision or development, including where applicable:*

- *roading and access;*
- *water supply;*
- *sewage collection, treatment and disposal;*
- *stormwater collection, treatment and disposal;*
- *trade waste disposal;*
- *provision of energy;*
- *provision of telecommunications.*

2.2 *Contributions will be in accordance with Council's Long Term Community Plan Development Contributions Policy.*

Explanation and Principle Reasons for Adoption

Subdivision of land provides a framework of services for subsequent purchasers of new lots who have an expectation that services will be available. New subdivision may also give rise to demands for extending or upgrading of existing services.

The provision of services to, and within the subdivision, is a cost recoverable from the sale of lots and can be imposed on a subdivider via Council's Long Term Community Plan Development Contributions Policy at the time resource consent for subdivision/development is issued.

Contributions are set according to methods of determination provided in Council's Long Term Community Plan Development Contributions Policy to ensure a reasonable degree of certainty for developers.

Objective 3 - Reserve Contributions (Hydro Generation Zone only)

Refer: Open Space and Recreation, Part 4.4

Objective 4 – Outstanding Natural Features, Landscape and Nature Conservation Values

The recognition and protection of outstanding natural features, landscapes and nature conservation values.

Policies:

4.1 *To take the opportunity to protect outstanding natural landscapes and features, nature conservation values and ecosystems through the subdivision process.*

4.2 *To ensure works associated with land subdivision and development avoid or mitigate the adverse effects on the natural character and qualities of the environment and on areas of significant conservation value.*

4.3 *To avoid any adverse effects on the landscape and visual amenity values, as a direct result of land subdivision and development.*

4.4 *To use opportunities through the subdivision/development process to improve the level of protection for the natural character and nature conservation values of the lakes and rivers with reference to section 230 of the Resource Management Act 1991.*

Explanation and Principle Reasons for Adoption

It is important to ensure, where possible, the subdivision pattern does not artificially divide and create difficult management circumstances for areas of land forming part of outstanding natural landscape or natural features, habitats or river and stream environments which often have a natural and irregular pattern. Accordingly, the subdivision of land should be undertaken in a way which specifically identifies, and where necessary excludes, such areas from parcels of land that are intended for more intensive land use practices. Conditions attached to subdivisions may be imposed in situations where they can achieve the protection of outstanding natural landscapes and features as part of the subdivision process.

The Plan recognises the importance of access to and from the rivers and lakes according to the value of these areas for public access, their ability to provide walkway and other linkages across various parts of the District, both urban and rural, and their natural values. The safety of access points to esplanade reserves and strips from arterial roads also requires assessment.

Subdivision approvals frequently involve proposals or conditions involving earthworks, which can significantly alter vegetation or the surface of the land and cause erosion and sedimentation.

It is important to ensure earthworks do not unnecessarily affect adjoining land, lakes and rivers, outstanding natural features and in particular the natural and physical qualities of the hill areas.

Subdivision of land generally results in changed or intensified patterns of land use which can have significant adverse effects on landscape and visual amenity values.

Objective 5 - Amenity Protection

The maintenance or enhancement of the amenities of the built environment through the subdivision and development process.

Policies:

- 5.1 *To ensure lot sizes and dimensions to provide for the efficient and pleasant functioning of their anticipated land uses, and reflect the levels of open space and density of built development anticipated in each area.*
- 5.2 *To ensure subdivision patterns and the location, size and dimensions of lots in rural areas will not lead to a pattern of land uses, which will adversely affect landscape, visual, cultural and other amenity values.*
- 5.3 *To encourage innovative subdivision design, consistent with the maintenance of amenity values, safe, efficient operation of the subdivision and its services.*
- 5.4 *To encourage the protection of significant trees or areas of vegetation, upon the subdivision of land.*
- 5.5 *To minimise the effects of subdivision and development on the safe and efficient functioning of services and roads.*
- 5.6 *To encourage the identification of archaeological sites and sites of cultural significance.*
- 5.7 *To minimise street lighting in the Rural Residential area at the north of Lake Hayes in order to retain the rural amenity values of the area.*
- 5.8 *To promote the use of stormwater management methods which involve the use of pervious surfaces such as open swales in the Rural Residential area at the north of Lake Hayes, in order to retain the rural amenity values of the area.*
- 5.9 *To require that subdivision within the Northlake Special Zone be consistent with the Northlake Structure Plan.*
- 5.10 *To ensure subdivision within the Northlake Special Zone implements the objectives and policies for the Northlake Special Zone in Part 12.33*

Explanation and Principle Reasons for Adoption

Subdivision of larger parcels of land provides the opportunity for developers to express innovation in such matters as roading design and layout, the shape and size of lots, orientation of lots and energy efficiency, protection of views, open space networks, the rural-urban interface, protection of nature conservation values and the amenity values of the lakeshores and rivers.

It is desirable to maintain and enhance the amenity values of areas, regardless of their land use, when subdivision takes place. This applies to the levels and patterns of open space, plantings and built density desired in all areas of the District. This can be influenced by the pattern of subdivision, which leads to land-use activities such as the location of fencelines, shelterbelts, access roading and buildings.

The potential for subdivision patterns to influence the land use patterns should be considered at the time of subdivision consent, particularly in rural areas. Significant trees can also make an important contribution to the amenities of an area, especially residential environments.

The pattern of subdivision can affect the safety, efficiency and cost of provision of roading facilities, as well as services such as water supply and sewerage. The number and location of subdivisional roads and access points onto the roading network can be a factor in determining the safety and efficiency of those roads, particularly arterial roads. Patterns of subdivision development can minimise the numbers of new intersections or access onto roads. New subdivisional roads also need to be designed to accommodate safely the number and nature of vehicles using the network.

Implementation Methods

- a. The objectives and associated policies will be implemented through the rules, standards and assessment matters in the Subdivision Development and Financial Contribution Rules.

Objective 6

To ensure effective public access is provided throughout the Peninsula Bay land.

Policies:

- 6.1 *To ensure that before any subdivision or development occurs within the Peninsula Bay Low Density Residential Zone, a subdivision consent has been approved confirming easements for the purposes of public access through the Open Space Zone.*
- 6.2 *Within the Peninsula Bay site, to ensure that public access is established through the vesting of reserves and establishment of easements prior to any further subdivision.*
- 6.3 *To ensure that easements for the purposes of public access are of an appropriate size, location and length to provide a high quality recreation resource, with excellent linkages, and opportunities for different community groups.*

In addition to the above, refer: Open Space Zone Objective 2, Part 20.

Explanation and Principle Reasons for Adoption

It is important that amenity values are maintained, or where possible, enhanced, through the provision of public access. The use of easements for the purposes of ensuring public access enables the bulk of the land to remain in private ownership, with the cost associated with maintenance of that land borne by the landowner/s.

The policies establish that the public access easements must be created prior to any other subdivision or development within the Peninsula Bay Low Density Residential Zone.

Objective 7 – Kirimoko Block, Wanaka

To create a liveable urban environment which achieves best practice in urban design; the protection and incorporation of landscape and environmental features into the design of the area; and high quality built form.

Policies:

- 7.1 *To protect the landscape quality and visual amenity of the Kirimoko Block and to preserve sightlines to local natural landforms.*
- 7.2 *To require that the walkway from Scur Heights across the Kirimoko Block to Peninsula Bay is completed before any subdivision is applied for.*
- 7.3 *To protect the natural topography of the Kirimoko Block and to incorporate existing environmental features into the design of the site.*
- 7.4 *To ensure that urban development of the site is restricted to lower areas and areas of concealed topography, such as gullies (all zoned Low Density Residential) and that visually sensitive areas such as the spurs are left undeveloped (building line restriction area).*
- 7.5 *To ensure the provision of open space and community facilities that are suitable for the whole community and which are located in safe and accessible areas.*
- 7.6 *To develop an interconnected network of streets, footpaths, walkways and open space linkages which facilitate a safe, attractive and pleasant walking, cycling and driving environment.*
- 7.7 *To provide for road and walkway linkages to neighbouring developments*
- 7.8 *To ensure that all roads are designed and located to minimise the need for extensive cut and fill and to protect the natural topographical layout and features of the site.*
- 7.9 *To minimise disturbance of existing native plant remnants and to enhance areas of native vegetation by providing linkages to other open space areas and to areas of ecological value.*
- 7.10 *To design for stormwater management which minimises run-off and recognises stormwater as a resource through re-use in open space and landscape areas.*
- 7.11 *To require the roading network within the Kirimoko Block to be planted with appropriate trees to create a green living environment appropriate to the areas.*

Three Parks zone objectives and policies

Objective 8

Three Parks Zone - A layout and design of development that demonstrates best practice in terms of achieving environmental sustainability

- 8.1 *To ensure, through well-planned layouts, that buildings and open spaces are located and orientated in a way that achieves good solar access*
- 8.2 *To encourage energy efficiency in the design, location, and orientation of buildings.*
- 8.3 *To require development and subdivision to demonstrate best practice in regard to managing the quantity and quality of stormwater runoff.*
- 8.4 *To encourage the creation or restoration of wetlands where opportunities exist*

Objective 9

Three Parks Zone - An urban structure, well-considered building design, and other initiatives which, together, help to reduce car use and provide practical alternatives.

Policies

- 9.1 *To require that the urban structure (including road layout, cycle and walking networks, land use densities, and block sizes) is well-connected and specifically designed to:*
 - 9.1.1 *Enable public transport to efficiently service the area, now or in the future (which may, in the future, also include the provision of a transport node); and*
 - 9.1.2 *Ensure that on-street carparking is provided; and*

9.1.3 *Reduce travel distances through well-connected streets; and*

9.1.4 *Provide safe, attractive, and practical routes for walking and cycling, which are well-linked to existing or proposed passenger transport and local facilities and amenities within the zone, and which are well-connected to other areas beyond the zone, particularly the Wanaka Town Centre.*

Objective 10

Three Parks Zone - Staged development which keeps pace with the growth of Wanaka and results in a high quality urban area containing a network of open spaces and a mix of compatible uses.

Policies

- 10.1 *To ensure that development is consistent with the Wanaka Structure Plan (2007) and the Wanaka Transport Study (2007).*
- 10.2 *To avoid development that is not in accordance with the Three Parks Structure Plan or approved Outline Development Plans or Comprehensive Development Plans.*
- 10.3 *To ensure development is staged in a manner which results in a logical progression of development, the cost effective provision of infrastructure, an appropriate mix of uses, and a consolidated urban form.*
- 10.4 *To ensure that development and subdivision does not occur unless appropriate infrastructure is in place to service it.*
- 10.5 *To ensure that the open space network includes those open spaces shown on the Three Parks Structure Plan in order to provide landscaped buffers along SH84 and Riverbank Rd, to protect key landscape features, and to provide for passive and active outdoor recreation activities.*

10.6 *To avoid buildings within the fixed open space areas shown on the Three Parks Structure Plan, other than small buildings that are ancillary to the infrastructure or recreation function of the area.*

10.7 *To require high quality landscape design of the Open Space areas*

10.8 *To recognise that pastoral and arable farming may be suitable in early stages of development while also acknowledging that it may become unsuitable as surrounding areas become more urbanised.*

10.9 *To avoid any subdivision or development of the Deferred Urban Zone in order to preserve it for future urban use and so as to not pre-empt what that use may be.*

Objective 11

Three Parks Zone - A high level of residential amenity and a range of housing types which promote strong, healthy, and inclusive communities.

Policies

- 11.1 *A mixture of residential densities is encouraged in order to provide greater housing choice, a greater range of affordability, and a more diverse resident community.*
- 11.2 *Residential densities are required to be consistent with those specified in the assessment matters for Outline Development Plans in order to ensure that the various subzones are distinctly different from one another and that desired level of consolidation and open space is achieved in the respective areas.*
- 11.3 *Neighbourhoods are required to be laid out in a manner which encourages residences to address the street by avoiding long, thin lots with narrow frontages.*

- 11.4 *Small clusters of higher density housing is appropriate in the Low Density Residential subzone provided it is identified in an approved Outline Development Plan, is well designed, and is located such that it provides a high level of residential amenity.*
- 11.5 *Some variation in densities is required in the Low Density Residential subzone in order to achieve a more diverse streetscape and resident community.*
- 11.6 *The multi unit developments within the LDR subzone are comprehensively designed to ensure a quality residential living environment and attractive streetscape.*

Objective 12

Three Parks Zone - Establishment of a high quality, functional business area which provides for a wide range of light industrial, service and trade-related activities whilst protecting it from residential and inappropriate retail uses.

Policies

- 12.1 *Small lot subdivision shall be avoided unless combined with a land use Resource Consent, which illustrates how a complying business development can occur on the site(s).*

Objective 13

Three Parks Zone - A high quality urban fabric, which is consistent with the vision set out in the Wanaka Structure Plan and the subsequent Structure Plan for the Three Parks Zone.

Policies

- 13.1 *To require street layouts and design to:*
 - 13.1.1 *Have an informal character in the Low Density residential subzone, including elements such as open swales where appropriate.*

- 13.1.2 *Be well-connected, with cul-de-sacs being avoided wherever connected streets would offer greater efficiency and amenity*
- 13.1.3 *Minimise the creation of rear sites.*
- 13.1.4 *Be safe for vehicles, cyclists, and pedestrians.*
- 13.1.5 *Minimise opportunities for criminal activity through incorporating Crime Prevention Through Environmental Design (CPTED) principles as appropriate in the design of lot configuration and the street network, carparking areas, public and semi-public spaces, accessways, landscaping, and the location of compatible uses.*

- 13.2 *To encourage pedestrian and cycle links to be located within the public street, whilst acknowledging that off-street links are also appropriate provided they offer a good level of safety and amenity for users.*
- 13.3 *To encourage pedestrian and cycle links to provide for both the commuter and recreational needs of residents within the zone and the wider community.*
- 13.4 *To require well-located and well-designed open spaces that encourage high levels of usage and which are generally consistent with the Indicative Open Space Plan which forms part of the Three Parks Structure Plan*
- 13.5 *To require a number of public spaces to be developed in the Commercial Core; the scale and purpose of which shall be commensurate with the design capacity of the ODP (in terms of the GFA proposed and the number of employees and residents), including:*
 - 13.5.1 *An appropriately scaled public square in the Commercial Core, which provides a focal point for social interaction and contributes to a sense of place;*

13.5.2 *An appropriately scaled village green, which provides a relaxed distinctly non- commercial atmosphere*

13.5.3 *A number of small public spaces, which provide a range of different environments in which to congregate and/ or relax, such that there is one within a 5 minute walk from all parts of the Commercial Core.*

13.6 *To require a network of well connected, usable, and safe open spaces.*

13.7 *To encourage, where feasible, local reserves to be located and designed such that they can provide for stormwater disposal as well as providing for open space and/ or recreational needs.*

13.8 *To recognise that the relocation of a collector road by more than 50 metres (from that shown on the Three Parks Structure Plan) is likely to significantly affect the integrity of the Three Parks Structure Plan and should be avoided.*

Objective 14 Deferred Urban Subzone

The preservation of an area of land adjacent to the Commercial Core for future urban development once those zoned areas within 3 Parks have been largely developed and there is a clear need for more land to be released.

14.1 *To prevent development and subdivision of the deferred subzone until a future plan change demonstrates a need and purpose for the urban development of the land*

14.2 *To acknowledge that the Deferred Urban Zone may be suitable for either commercial, business, or residential use or a combination of these but that this decision is best deferred until the existing zoned areas have been developed.*

14.3 *To enable this area to continue to be farmed or to be used as open space and outdoor recreation until such a time as it is required for urban growth.*

Objective 15

The establishment of a green network including parks, areas for community facilities, cycleways, and pedestrian linkages that permeate all parts of the zone and links seamlessly into the more urbanised public realm in the commercial core.

15.1 *To ensure open space is created as part of a comprehensively planned hierarchy of spaces (including those for ecological and nature conservation purposes, active and passive recreation, soft and hard surface spaces, and those which contribute to the cycle and walking network).*

15.2 *To encourage community reserves and facilities to be in easily accessible, sunny, and flat locations.*

15.3 *To encourage spaces to be provided in the Commercial Core where the public can congregate.*

15.4 *To avoid residential development in close proximity to Riverbank Road.*

15.5 *To consider the possibility of providing additional playing fields that service the wider Wanaka catchment as part of assessing each Outline Development Plan.*

15.6 *To ensure good visual connection between the private and public realm by avoiding high fences and walls between the private allotment and public open space.*

Objective 16

Shotover Country Special Zone – Transport infrastructure design which minimises car use and achieves efficient transport connections.

Policies

16.1 *To ensure that the transport infrastructure (including road layout, cycle and walking networks) is well-connected and designed to:*

- 16.1.1 Enable public transport to efficiently service the area, now or in the future (which may, in the future, also include the provision of a park and ride facility);
- 16.1.2 Ensure that on-street car parking is provided;
- 16.1.3 Reduce travel distances through well-connected streets;
- 16.1.4 Provide safe, attractive, and practical routes for walking and cycling, which are well-linked to existing or proposed passenger transport and local facilities and amenities within the zone, and which are well-connected to other areas beyond the zone, particularly Old School Road and Lake Hayes Estate.

Objective 17

Shotover Country Special Zone – To recognise the importance of the National Grid to the district's, region's and nation's social and economic wellbeing and take into account the benefits derived from that infrastructure at a local, regional and national level.

Policy

- 17.1 The reverse sensitivity effects generated by subdivision and land development within 32m of the centreline of the Frankton – Cromwell A 110kV high voltage transmission line shall be managed in order to avoid, remedy or mitigate adverse effects on both the safe, secure and efficient use and development of the transmission network and the safety and amenity values of the community.

Objective 18 Industrial B Zone

In the Industrial B zone, a high quality, functional area that provides for a wide range of business, industrial, service and trade-related activities and avoids residential, office, and most retail uses.

Policies

- 18.1 *To avoid development that is not in accordance with the relevant Structure Plan or approved Outline Development Plans.*
- 18.2 *To ensure that development and subdivision only occurs where either the necessary infrastructure exists to service it, or temporary measure(s) have been agreed to by the council and the applicant has committed to connect to the council reticulated system once available.*
- 18.3 *Other than ancillary retail and that retail specifically permitted by the rules, all other retail shall be avoided in order to:*
 - 18.3.1 *Preserve the zone for those uses that are specifically enabled; and*
 - 18.3.2 *Ensure that the vibrancy of the existing town centres and the mixed use and commercial core areas of the Frankton Flats and Three Parks Zones is not undermined.*
 - 18.3.3 *Prevent the further distribution of retail across numerous areas and to, therefore encourage continued consolidation of retail activity in those areas intended for that purpose.*
- 18.4 *Residential and office activities shall be prevented in order to avoid reverse sensitivity issues and to preserve the zone for industrial and service activities*
- 18.5 *Small lot subdivision shall be avoided unless combined with a landuse Resource Consent, which illustrates how a complying development can occur on the site(s).*
- 18.6 *Adequate road access and on-site loading and manoeuvring areas shall be provided for heavy vehicles in order to prevent i) any loading or manoeuvring from occurring within the road corridor and ii) any large vehicles (truck and trailer units) having to reverse out of a site onto a road.*
- 18.7 *To ensure the provision of adequate loading zones in the design and layout of the zone, as well as on site loading at the time of development.*

18.8 To require street layouts and design to:

18.8.1 Be well-connected, with cul-de-sacs being avoided wherever connected streets would offer greater efficiency and amenity

18.8.2 Minimise the creation of rear sites.

18.8.3 Be safe for vehicles, cyclists, and pedestrians.

18.8.4 Minimise opportunities for criminal activity through incorporating "Crime Prevention Through Environmental Design" (CPTED) principles as appropriate in the design of lot configuration and the street network, car parking areas, lighting, public and semi-public spaces, access ways, landscaping, fencing, and the location of compatible uses.

18.9 To recognise that the relocation of a fixed road by more than 50 metres or a fixed connection point by more than 20 metres (from that shown on the relevant Structure Plan) is likely to significantly affect the integrity of the Structure Plan and should be avoided.

Objective 19 Industrial B Zone

In the Industrial B zone, effectively mitigate a) the adverse visual effects of business and industrial development, when viewed from public and private places and b) the adverse nuisance effects on the amenity of residential zones within the vicinity of the Industrial B Zone and

Avoid unreasonable and objectionable odour, which will affect amenity in the residential zones in the vicinity of the Industrial B Zone.

Policies

19.1 To ensure that the fixed open spaces shown on the relevant Structure Plan are provided in order to separate and partially screen the zone from adjacent existing or future residential zones in order to minimise the visual and nuisance effects of development from both public and private places.

Objective 20 Industrial B Zone

In the Industrial B Zone, a street layout that helps to reduce car use and provides practical alternatives.

Policies

20.1 To require that the street layout and cycle and walking networks are designed to:

20.1.1 Enable public transport to efficiently service the area, now or in the future; and

20.1.2 Reduce travel distances through well-connected streets; and

20.1.3 Provide safe, attractive, and practical routes for walking and cycling, which are well-linked to existing or proposed passenger transport and that are well-connected to other areas beyond the zone.

Objective 21 Industrial B Zone

In the Industrial B Zone, a subdivision layout and built form that demonstrates best practice in terms of achieving environmental sustainability

Policies

21.1 To ensure, through the street layout, that buildings are located and orientated in a way that achieves good solar access

21.2 To incorporate stormwater and sediment management options that ensure that:

21.2.1 The rate of discharge remains equal to or less than that of pre-development

21.2.2 The quality of the water in that discharge remains equal to or better than that of pre-development.

Objective 22 Ballantyne Road Low Density Residential Zone

Effectively mitigate the adverse visual effects of the Ballantyne Road Low Density Residential Development, when viewed from wider public and private places.

Policies

22.1 *To ensure that the Open Space and Landscape Area shown on the Ballantyne Road Low Density Residential Zone Structure Plan is provided in order to separate and partially screen the zone from adjacent rural areas in order to minimise the visual effects of the future subdivision and development from both public and private places.*

Advice Note: The Ballantyne Road Low Density Residential Zone is the Low Density Residential Zoned land located south west of Ballantyne Road and north east of Spring Blossom Drive, Wanaka.

15.1.4 Environmental Results Anticipated

- (i) A safe and efficient roading network.
- (ii) Safe, convenient access to and from subdivided lots.
- (iii) Enhanced and extended patterns of vehicular, cycle and pedestrian linkages.
- (iv) Water supplies which are sufficient in volume and of potable quality to meet reasonable needs and future expectations.
- (v) Adequate, safe and sustainable disposal of stormwater, sewage and trade wastes.
- (vi) Retention and enhancement of natural drainage systems.
- (vii) Adequate provision for energy supplies and telecommunications.
- (viii) Maintenance of the quality of the environment, particularly water and natural ground features.

- (ix) Cost effective provision of services for redevelopment and growth without additional financial burdens on District ratepayers.
- (x) Continued provision of esplanade reserves or strips, in appropriate locations, where enhancement of habitats and/or access can be achieved.
- (xi) A pattern of subdivision complementary and appropriate to the character of the land uses in the area concerned.
- (xii) A pattern of subdivision consistent with planned density, roading patterns and open space requirements appropriate in existing and proposed residential environments.
- (xiii) Increased innovation in subdivision design and protection of significant trees or features.
- (xiv) Avoidance of potential risk from flooding, erosion, rockfall or subsidence.

3.2.2 Urban growth is managed in a strategic and integrated manner. (addresses Issue 2)

3.2.2.1 Urban development occurs in a logical manner so as to:

- a. promote a compact, well designed and integrated urban form;
- b. build on historical urban settlement patterns;
- c. achieve a built environment that provides desirable, healthy and safe places to live, work and play;
- d. minimise the natural hazard risk, taking into account the predicted effects of climate change;
- e. protect the District's rural landscapes from sporadic and sprawling development;
- f. ensure a mix of housing opportunities including access to housing that is more affordable for residents to live in;
- g. contain a high quality network of open spaces and community facilities; and.
- h. be integrated with existing, and planned future, infrastructure.

(also elaborates on S.O. 3.2.3, 3.2.5 and 3.2.6 following)

Strategic Objective 3.2.2.1 and relief sought	Appellant Court Number	Consequentially Affected Provisions
Amend Strategic Objective 3.2.2.1 by inserting: <u>i. protect the on-going operation, maintenance, upgrading and development of the National Grid.</u>	Transpower New Zealand Limited ENV-2018-CHC-114	
Amend Strategic Objective 3.2.2.1.e: protect the District's rural landscapes from urban sprawl sporadic and sprawling development;	Coneburn Preserve Holdings Limited & others ('Jacks Point') ENV-2018-CHC-137 (relief withdrawn)	
Delete Objective 3.2.2.1.e	Queenstown Park Limited ENV-2018-CHC-127	Strategic Policies 3.3.14 and 3.3.15, Policies 4.2.1.4, 4.2.2.14 and 4.2.2.22
Amend Strategic Objective 3.2.2.1.h: be <u>coordinated with the design and development of integrated with existing, and planned future, infrastructure growth and redevelopment planning.</u>	Darby Planning Limited ENV-2018-CHC-150 Coneburn Preserve Holdings Limited & others ('Jacks Point') ENV-2018-CHC-137 (relief withdrawn)	

APPENDIX 6 - REGIONAL POLICY STATEMENT OBJECTIVES AND POLICIES

5

Land



5.1 Introduction

Much of the prosperity of Otago's communities has been derived from the land. Maintaining the productive capacity of the land is essential for the continued prosperity of Otago's communities. Otago's land resource also gives rise to Otago's distinctive character, typified by its rugged and varied topography, incised river valleys, the natural landscape, high altitude lakes, significant water bodies and wetlands, diverse vegetation and isolated inner reaches. Large areas of Otago have high landscape, cultural and nature conservation values.

Mining, farming, horticulture and forestry have historically formed the basis of Otago's development and remain the major sources of revenue. Tourism and recreation are now major areas of economic activity and viticulture is growing in importance.

The productive capacity of land can be limited by physical constraints, knowledge and abilities, floods, droughts, erosion, animal and plant pests and contamination of sites. At the same time, increasing pressures of use are being placed on Otago's land resource. The use of Otago's land based resources must be managed within a framework which maximises present and future opportunities.

The sustainable management of Otago's land resource requires communities to develop wise resource management attitudes. Land owners need to work together on a regional and local basis in order to sustain long-term systems of resource use. A lack of information in some circumstances may constrain the sustainable management of Otago's land resources. The collection of relevant information and the maintenance and development of existing knowledge bases is therefore an important component in ensuring the continued sustainability of Otago's land resource.

This chapter of the Regional Policy Statement considers the effects of the use, development and protection of Otago's regional land assets.

5.2 Roles of Different Agencies

Several agencies are responsible for the management and the statutory administration of Otago's land resources.

5.2.1 Central Government

The Minister for the Environment has an overall view and monitoring role and is responsible for:

- The preparation of national policy statements to guide management of the land resource.
- Considering proposals of national significance at a national level.
- The setting of national environmental standards for matters including contaminants, soil erosion and soil quality.

The Commissioner of Crown Lands under the Land Act 1948, administers Crown Lands, including Crown Leases, and also has responsibility relating to the authorisation of fires on these lands.

The Department of Conservation is responsible for the administration of land in Otago held under the Conservation Act 1987 and the National Parks Act 1981 and reserves under the Reserves Act 1977 that are not vested in territorial local authorities. These lands include national and forest parks, conservation areas, wildlife refuges and marginal strips. The department is also responsible in terms of Section 3 of the Reserves Act for ensuring, as far as possible, the preservation of representative samples of all classes of natural ecosystems and landscape. The department's functions include conservation advocacy in relation to natural and historic values on land it does not administer and it is the

agency responsible for the administration of funds available for pest and weed control on un-allocated Crown land. The Department of Conservation also has responsibilities under the Forest and Rural Fires Act 1977 relating to fire control on, and in the vicinity of, the conservation estate.

5.2.2 Otago Regional Council

The Otago Regional Council is responsible for controlling the use of land for the purposes of soil conservation, the maintenance and enhancement of water quality, the avoidance or mitigation of natural hazards and the prevention or mitigation of any adverse effects of the storage, use, disposal or transportation of hazardous substances. The Otago Regional Council is required to establish and implement policies to achieve the integrated management of the natural and physical resources of the region and to prepare policies in relation to actual or potential effects of the use, development or protection of land which are of regional significance.

5.2.3 Territorial Local Authorities

Territorial authorities are responsible for the integrated management of the effects of the use, development and protection of land and associated natural and physical resources within the city or district. This includes the control of subdivision. Territorial authorities complement the role of regional councils in the prevention or mitigation of actual or potential effects of natural hazards and hazardous substances. Territorial local authorities also have responsibilities under the Forest and Rural Fires Act 1977 relating to fire control on rural land.

5.3 Issues

		Explanation	Objectives	Policies	See Also Other Issues
5.3.1	The primary productive capacity of Otago's high class soils may be compromised by inappropriate use and development.	<p>Soils in many parts of Otago are not being used intensively but are still capable of producing a wide variety of crops. Whether a particular soil can be defined as being of high class or not is determined from soil, land and climatic characteristics. High class soils are defined as "<i>Soils that are capable of being used intensively to produce a wide variety of plants including horticultural crops</i>". This definition also requires good soil and other resource features that in combination are capable of producing a wide range of crops. It does not include areas that may be suited to one or two specialist crops, largely due to the climate rather than the soil quality. There is a need for the region's high class soils to be defined on maps to identify their location and extent.</p> <p>At the same time, urban expansion and other uses incompatible with preservation of the primary productive capacity of high class soils are encroaching onto these high class soils which are limited in extent around Otago.</p>	5.4.1 5.4.2	5.5.2 5.5.3	4.3.5 4.3.6 9.3.1 14.3.1 to 14.3.5 15.3.1
5.3.2	<p>The primary productive capacity of Otago's land resource may be compromised by activities which result in one or more of the following:</p> <p>(a) The loss of vegetation cover; or</p> <p>(b) The spread of plant and animal pests; or</p> <p>(c) The degradation of the soil resource; or</p> <p>(d) Flooding or inadequate drainage.</p>	<p>Sustaining the primary productive capacity of the land is important for Otago. While appropriate land management techniques can enhance productive capacity, it can also be reduced through such practices as the use of drought susceptible pasture species in dry areas of North and Central Otago, the inappropriate removal of vegetation, the use of traditional cultivation practices such as working soil on steep slopes or in dry, windy conditions, the burning of tussock grassland and post burn management where this causes a long term reduction in soil nutrients, or organic carbon, exposure of soil to wind erosion and a greater risk of weed invasion, and other inappropriate land management techniques.</p>	5.4.1 5.4.2	5.5.2 5.5.3 5.5.4	4.3.2 4.3.4 to 4.3.5 6.3.10 7.3.2 10.3.1 to 10.3.3 11.3.1 to 11.3.2 11.3.6 to 11.3.7 12.3.1 13.3.2 13.3.4 to 13.3.6 14.3.1 to 14.3.5 15.3.1

Issues	Explanation	Objectives	Policies	See Also Other Issues
	Animal and plant pests are a serious risk to the primary productive capacity and well being of the land, its ecosystems and its habitats. Examples within Otago include rabbits, possums, hieracium, nodding thistle and gorse. Soil degradation is defined as “a change in soil properties that causes a long-term decline in primary productive capacity”. Soil erosion is the most severe form of soil degradation but may be preceded by less obvious changes to physical, chemical and biological properties of topsoil and subsoil that affect plant growth and long-term primary productive capacity. These more subtle forms of soil degradation may take the form of topsoil compaction, loss of permeability, loss of fertility, loss of organic matter and declining biological activity.			
5.3.3 Otago’s water resources may be adversely affected by land activities.	The use of Otago’s land resources can adversely affect adjacent water resources, causing changes to water quality and quantity which can create downstream impacts. Such effects include increased slope instability leading to increased sedimentation, decreased water quality through land runoff and increased stormwater runoff from paved areas and areas with changed vegetation cover. Beds and banks of water bodies can be destabilised through activities such as gravel extraction and instream mining.	5.4.1 5.4.2	5.5.4 5.5.5 5.5.6	4.3.2 to 4.3.5 6.3.1 to 6.3.3 6.3.5 to 6.3.8 8.3.1 8.3.6 8.3.8 9.3.1 9.3.3 11.3.6 to 11.3.7 13.3.2 13.3.4 14.3.1 to 14.3.5 15.3.1
5.3.4 Otago’s outstanding natural features and landscapes are threatened by inappropriate subdivision, use and development.	Much of Otago’s natural character is derived from its natural features and landscapes. The Resource Management Act 1991 requires that in achieving the purpose of the Act, recognition and provision shall be made for the protection of Otago’s outstanding natural features and landscapes from inappropriate subdivision, use and development. This protection is required in order to ensure that those features and landscapes will always be a part of Otago and that they will be there for future generations to enjoy and as the basic resource for recreation and tourism.	5.4.2 5.4.3	5.5.6	4.3.2 4.3.5 6.3.7 6.3.9 8.3.1 9.3.1 to 9.3.3 11.3.7 14.3.1 to 14.3.5 15.3.1

Issues	Explanation	Objectives	Policies	See Also Other Issues
5.3.5 Landuse activities can adversely affect ecological, amenity and intrinsic values associated with Otago's significant indigenous vegetation and significant habitat of indigenous fauna.	Otago's significant indigenous vegetation and significant habitat of indigenous fauna are an important and integral part of the region's character which may be affected by landuse practices. Overgrazing by sheep and noxious animal pests, recreational uses and a decline in natural habitats such as tussock grasslands and native wetlands, forests and shrublands may place pressure on Otago's natural and cultural heritage.	5.4.1 5.4.2	5.5.1 5.5.3 5.5.5	4.3.1 to 4.3.2 4.3.4 to 4.3.5 6.3.2 6.3.5 6.3.7 to 6.3.9 8.3.1 8.3.5 8.3.7 9.3.1 10.3.1 to 10.3.5 11.3.7 12.3.1 13.3.2 13.3.4 to 13.3.6 14.3.1 to 14.3.5 15.3.1
5.3.6 There is a need to maintain and enhance access opportunities to Otago's natural and physical land features.	The provision of public access to Otago's natural and physical resources is important to many of Otago's citizen's for recreation, tourism, scientific, educational and other purposes. The maintenance of existing public access opportunities and the enhancement of public access opportunities where this is restricted is considered to be a matter of regional significance and important to the achievement of integrated management of the region's natural and physical resources. Many valued natural and physical features are part of the conservation estate and as such access to them is controlled by the Minister of Conservation. Commercial development or conservation protection of Otago's natural features can restrict public access. The Regional Policy Statement cannot impose public access over privately owned land and permission needs to be sought from landholders, including Crown pastoral lessees, for access to or over such land.	5.4.4	5.5.7	4.3.1 to 4.3.2 4.3.4 to 4.3.5 6.3.9 8.3.4 10.3.1 14.3.1 to 14.3.5 15.3.1

Issues	Explanation	Objectives	Policies	See Also Other Issues
5.3.7 Access to mineral resources may be compromised through the inappropriate location of other development activities above or in close proximity to the mineral resource.	<p>Minerals are an important resource for the people and communities of Otago in providing for their present and future well being, both through the direct economic benefits derived from the extraction of gold and other minerals, and through the use of substances such as aggregates, shingle and coal for roading, building and fuel uses. However, unlike other activities which may have a range of locations in which they can be undertaken, minerals are fixed, and therefore the extraction of minerals for use and development is also fixed. Mineral resources can only be utilised in the location in which they are found and their future use and development can be compromised by the location of other land developments.</p>	5.4.1 5.4.2 5.4.5	5.5.1 5.5.4 5.5.8	4.3.5 8.3.4 9.3.1 12.3.1 14.3.1 to 14.3.6 15.3.1

5.4 Objectives

		Explanation and Principal Reasons for Adopting	Policies	See Also Other Objectives
5.4.1	To promote the sustainable management of Otago's land resources in order:			
	(a) To maintain and enhance the primary productive capacity and life-supporting capacity of land resources; and	In order to meet the present and reasonably foreseeable needs of Otago's communities, sustained regional growth and development relies inherently on the sustainable management of land resources. Maintaining and enhancing the primary productive capacity and life-supporting capacity of Otago's land resource is necessary to ensure that the needs of future generations are able to be met while safeguarding existing primary productive systems.	5.5.1 5.5.2 5.5.3 5.5.4	4.4.1 to 4.4.2 4.4.4 to 4.4.6 6.4.1 6.4.3 6.4.5 8.4.1 to 8.4.3 9.4.1 10.4.1 10.4.2 11.4.1 to 11.4.2 11.4.4 12.4.1 13.4.1 13.4.4 14.4.1 to 14.4.2 15.4.1
5.4.2	To avoid, remedy or mitigate degradation of Otago's natural and physical resources resulting from activities utilising the land resource.	The adverse effects of land activities need to be avoided, remedied or mitigated to ensure the sustainable management of Otago's natural and physical resources by maintaining or improving the life-supporting capacity of soils, healthy vegetative cover, soil retention, soil health, productivity and moisture holding capacity, and by avoiding the compaction of soils.	5.5.1 5.5.2 5.5.3 5.5.4 5.5.5	4.4.1 to 4.4.5 6.4.2 to 6.4.3 6.4.5 to 6.4.6 8.4.1 to 8.4.2 8.4.4 to 8.4.5 9.4.1 9.4.3 10.4.1 to 10.4.3 11.4.2 11.4.4 12.4.1 13.4.1 13.4.4 14.4.1 to 14.4.2 15.4.1
5.4.3	To protect Otago's outstanding natural features and landscapes from inappropriate subdivision, use and development.	The subdivision of land and its use and development can adversely impact on Otago's outstanding natural features and landscapes. The Resource Management Act requires that, in achieving the purpose of the Act, natural features and landscapes be protected from inappropriate subdivision, use and development. It is important to protect those landscapes and natural features that are outstanding or significant because of their values including their	5.5.1 5.5.6	4.4.1 to 4.4.2 4.4.5 6.4.4 6.4.8 8.4.5 9.4.1 to 9.4.3 10.4.3 11.4.1

Objectives	Explanation and Principal Reasons for Adopting	Policies	See Also Other Objectives
	uniqueness, or because they are representative of the elements that particularly characterise Otago, or because of their visual, cultural, historic or scientific significance, including their cultural, historic, and spiritual value for Tangata Whenua. It is important that natural features and landscapes that are outstanding be protected through the Regional Policy Statement, and Regional and District Plan Provisions.		11.4.4 12.4.1 13.4.1 14.4.1 to 14.4.2 15.4.1
5.4.4 To ensure that public access opportunities exist in respect of activities utilising Otago's natural and physical land features.	The maintenance and enhancement of public access to and along the coastal marine area, lakes and rivers is identified under Section 6 of the Resource Management Act as a matter of national importance that must be recognised and provided for. The provision of such access opportunities generally occurs across land and is therefore important in respect of the integrated management of the land resource. In addition, Otago's natural and physical resources provide a range of use opportunities and it is important that public access to those resources exists, subject to appropriate considerations such as ecological and cultural sensitivity, public health and safety, and the agreement of landholders where access crosses private or Crown leasehold land, being met. Public access to Otago's natural and physical land features is a significant resource management issue of the Otago region.	5.5.7	4.4.1 to 4.4.2 4.4.4 to 4.4.5 6.4.7 to 6.4.8 8.4.6 12.4.1 14.4.1 to 14.4.2 15.4.1
5.4.5 To promote the sustainable management of Otago's mineral resources in order to meet the present and reasonably foreseeable needs of Otago's communities.	Mineral resources are fixed in their location and therefore can only be used, developed or protected where they are found. Because of this, other development activities establishing over or in close proximity to minerals can adversely impact upon the future use or development of that mineral resource. Taking into account the present and future availability of mineral resources is an important factor in enabling the people and communities of Otago to provide for their well being, and in providing for the efficient use and development of the mineral resource.	5.5.1 5.5.3 5.5.4 5.5.5 5.5.6 5.5.8	4.5.5 6.4.2 to 6.4.6 6.4.8 8.4.1 8.4.5 9.4.3 11.4.4 12.4.1 12.4.2 13.4.5 14.4.1 to 14.4.2 15.4.1

5.5 Policies

	Explanation and Principal Reasons for Adopting	Methods	See Also Other Policies
5.5.1 To recognise and provide for the relationship Kai Tahu have with Otago's land resource through:		5.6.1	6.5.1
(a) Establishing processes that allow the existence of heritage sites, waahi tapu and waahi taoka to be taken into account when considering the subdivision, use and development of Otago's land resources; and	Recognition of tino rangatiratanga incorporates the unique cultural and spiritual affinity iwi and runanga have with their lands and resources. This needs to be taken into account in the management and control of resources to reflect and preserve that relationship. The policy helps achieve recognition of the relationship of iwi and runanga with outstanding natural features landscapes and heritage values. Taoka are a source of personal, collective, emotional and spiritual strength. The Waitangi Tribunal has given broad and flexible descriptions to the term "taoka or taonga". Local authorities ought not to adopt more restrictive definitions when determining the range of waahi taoka that customary rangatiratanga applies to and how to accommodate iwi and hapu needs.	5.6.2	6.5.6 6.5.9 to 6.5.10 8.5.1 to 8.5.4 8.5.6 9.5.1 9.5.4 to 9.5.6 10.5.1 11.5.1 to 11.5.2 11.5.7 12.5.2 13.5.1 13.5.7 to 13.5.8 13.5.10 14.5.1 to 14.5.8 15.5.1 to 15.5.2
(b) Protecting, where practicable, archaeological sites from disturbance; and	The development of appropriate ways to protect cultural values may be different for each site. Close consultation with runanga and iwi will be necessary to determine appropriate methods of protection. Some sites may hold varying degrees of importance to iwi or runanga.		
(c) Notifying the appropriate runanga of the disturbance of any archaeological site and avoiding, remedying, or mitigating any effect of further disturbance until consultation with the kaitiaki runanga has occurred.	Where it is known or suspected that an archaeological site exists, the site's destruction, damage or modification is illegal pursuant to Section 10 of the Historic Places Trust Act 1993. In such circumstances, the establishment of consultation processes between kaitiaki runanga, the Historic Places Trust, appropriate authorities such as Regional and District Councils, landholders and developers will be essential. Consultation with landholders is particularly important where sites are located on private land and where an appropriate response requires the cooperation of the landholder and respect for the landholder's occupancy and use values.		
	Consultation processes could address protocols for dealing with site disturbance, such as points of contact and key contact persons, the timeframes for responding to site disturbance and respective		

Policies	Explanation and Principal Reasons for Adopting	Methods	See Also Other Policies
	responsibilities. Close consultation and the establishment of protocols will better identify when the adverse effects of site disturbance must be avoided and when such effects are capable of remedy or mitigation.		
	This policy is consistent with the provisions of the Historic Places Act 1993 in respect of the protection of archaeological sites from disturbance. It gives effect to Section 6(e) of the Resource Management Act which requires that councils provide for the relationship of Maori, their culture and traditions with their ancestral lands, waters, sites, waahi tapu and other taonga and Section 7(a), having particular regard to kaitiakitanga. It also gives effect to Section 62 of the Act which requires councils to set out the matters of resource management significance to Iwi authorities, and to contain objectives, policies and methods to recognise and provide for these matters. Provision for the relationship of Maori with their lands, sites, waahi tapu and other land based taonga is both a matter of regional significance and essential to achieve integrated management of natural and physical resources.		
5.5.2 To promote the retention of the primary productive capacity of Otago's existing high class soils to meet the reasonably foreseeable needs of future generations and the avoidance of uses that have the effect of removing those soils or their life-supporting capacity and to remedy or mitigate the adverse effects on the high class soils resource where avoidance is not practicable.	<p>High class soils are limited within Otago and should be retained, as far as practicable, for present and future primary productive purposes in order to protect their primary productive capacity and to meet the needs of future generations.</p> <p>The retention of high class soils is considered to be a significant resource management issue of the region because of their limited nature, their vulnerability to loss and the importance in productive terms for future generations. Safeguarding their life-supporting capacity and their potential for future generations is</p> <p>essential to integrated management of the regions natural and physical resources and the effects of the use, development and</p>	5.6.4 5.6.5 5.6.6 5.6.7 5.6.10 5.6.11 5.6.12 5.6.13 5.6.14 5.6.15 5.6.16 5.6.19 5.6.21	9.5.2 9.5.4 11.5.2 12.5.2 14.5.1 to 14.5.8 15.5.1 to 15.5.2

Policies	Explanation and Principal Reasons for Adopting	Methods	See Also Other Policies
	<p>the protection of land containing high class soils are therefore of regional significance.</p> <p>The purpose of this provision is to ensure that alternatives are fully considered before high class soils are selected for a use that will result in their loss. The policy is intended to enable Otago to enjoy the benefits of development but also to retain the primary productive and life-supporting capacity of the high class soil resource for future generations. For example, uses which have the effect of removing the soil, its primary productive capacity, or life-supporting capacity, should avoid locations on high class soil where there are alternatives that can accommodate the use within reasonable proximity.</p> <p>It is recognised however, that there may be other objectives and policies within the Regional Policy Statement that may outweigh the importance of retaining the high class soil resource in a particular circumstance. In these situations, the loss of the high class soils may be unavoidable and the remedy or mitigation of adverse effects on the high class soil resource will be necessary.</p>		
5.5.3 To maintain and enhance Otago's land resource through avoiding, remedying or mitigating the adverse effects of activities which have the potential to, among other adverse effects: <ul style="list-style-type: none"> (a) Reduce the soil's life-supporting capacity (b) Reduce healthy vegetative cover (c) Cause soil loss (d) Contaminate soils (e) Reduce soil productivity (f) Compact soils (g) Reduce soil moisture holding capacity. 	<p>The concept of sustainable landuse requires adopting a long-term perspective which allows for today's needs while providing for those of the future. While Otago has many abundant land resources, today's resource use must be managed to ensure future generations are not disadvantaged by present day development.</p> <p>Understanding of resource management issues is the subject of constant change, however the objective should be to achieve improvement.</p> <p>Maintaining the capacity of the soil to support life requires that soil degradation be minimised. Good soils are the base for maximising the productive potential from an area. Healthy ground cover helps</p>	5.6.4 5.6.5 5.6.6 5.6.7 5.6.8 5.6.10 5.6.12 5.6.13 5.6.14 5.6.15 5.6.16 5.6.19 5.6.21	6.5.5 6.5.7 6.5.9 9.5.2 9.5.4 9.5.5 10.5.2 to 10.5.4 11.5.2 12.5.2 13.5.1 to 13.5.8 13.5.10 14.5.1 to 14.5.8 15.5.1 to 15.5.2

Policies	Explanation and Principal Reasons for Adopting	Methods	See Also Other Policies
	to bind the soil together and to prevent its loss from the productive system.		
	It is necessary and appropriate that the Regional Policy Statement address the adverse effect of activities on the land resource because soil conservation is a function of the Regional Council under Section 30(1)(c) and because the adverse effects of activities on the land resource is considered to be a significant management issue of the region.		
5.5.4 To promote the diversification and use of Otago's land resource to achieve sustainable landuse and management systems for future generations.	While the existing primary productive use of Otago's land resource is an important component of Otago's economy, promoting and encouraging a diversification of use will assist in the development of sustainable systems to ensure that the needs of future generations are met.	5.6.6 5.6.7 5.6.8 5.6.9 5.6.10 5.6.12 5.6.13	10.5.2 to 10.5.3 14.5.1 to 14.5.8
5.5.5 To minimise the adverse effects of landuse activities on the quality and quantity of Otago's water resource through promoting and encouraging the: (a) Creation, retention and where practicable enhancement of riparian margins; and (b) Maintaining and where practicable enhancing, vegetation cover, upland bogs and wetlands to safeguard land and water values; and (c) Avoiding, remedying or mitigating the degradation of groundwater and surface water resources caused by the introduction of contaminants in the form of chemicals, nutrients and sediments resulting from landuse activities.	Landuse activities can adversely impact on adjacent water bodies through the runoff of chemicals, nutrients and sediment. The processes that give rise to such effects can be complex. Riparian margins are able to reduce the inflow of these materials into water bodies and help safeguard them from any adverse effects. In the same way vegetation cover can also assist in reducing the inflow of materials. The water quality and river stability objective of well vegetated riparian margins can be achieved without compromising other community objectives, such as flood control and habitat values, through the integration of river management objectives. Riparian margins may also harbour unwanted pests and weeds that may impact further downstream and onto adjoining land. At the same time, everybody has a duty to try and ensure that they reduce the contamination of Otago's water bodies.	5.6.3 5.6.4 5.6.6 5.6.7 5.6.8 5.6.9 5.6.10 5.6.14 5.6.23	6.5.1 to 6.5.9 6.5.11 8.5.5 to 8.5.6 9.5.1 9.5.4 10.5.1 to 10.5.2 11.5.2 12.5.2 13.5.1 to 13.5.8 13.5.10 14.5.1 to 14.5.2 15.5.1 to 15.5.2

Policies	Explanation and Principal Reasons for Adopting	Methods	See Also Other Policies
	Streamflow characteristics are affected by the surrounding vegetation cover. The cumulative effect of removing vegetation cover, upland bogs and wetlands in catchments, is to reduce water retention and prolong periods of low flows during dry periods. Sustaining the vegetative condition may benefit downstream productive systems that require scarce irrigation water, as well as benefiting aquatic habitats throughout the catchment. It is vital that land management promotes the maintenance and where practicable enhancement of upland bogs, wetlands and vegetation cover that achieve desired water quality and quantity characteristics. This is particularly important in water harvesting catchments such as Deep Stream, a major source of Dunedin's supply of domestic water.		
5.5.6 To recognise and provide for the protection of Otago's outstanding natural features and landscapes which: <ul style="list-style-type: none"> (a) Are unique to or characteristic of the region; or (b) Are representative of a particular landform or land cover occurring in the Otago region or of the collective characteristics which give Otago its particular character; or (c) Represent areas of cultural or historic significance in Otago; or (d) Contain visually or scientifically significant geological features; or (e) Have characteristics of cultural, historical and spiritual value that are regionally significant for Tangata Whenua and have been identified in accordance with Tikanga Maori. 	<p>Otago's natural heritage is a finite resource that must be managed in a sustainable way for the benefit of future generations. Its protection from inappropriate subdivision, use and development is a matter of national importance that must be recognised and provided for under Section 6 of the Act. Subdivision of land and its use and development can adversely impact on Otago's natural features and landscapes which form part of the regions natural and cultural heritage. It is important that natural features and landscapes that are outstanding be protected through regional policy and regional and district plan provisions.</p> <p>The recognition and identification of outstanding natural features and landscapes should be based on objective criteria and undertaken in consultation with the community or have outstanding or significant values that are substantially recognised by the Otago community.</p> <p>Features and landscapes that give the Otago region its distinctive character and particular identity include its expansive tussock grasslands and semi arid lowland tor country, the south-east Otago bush remnants and scroll plain wetlands, glacial lakes and block</p>	5.6.4 5.6.6 5.6.8 5.6.9 5.6.12 5.6.17 5.6.20	6.5.4 6.5.6 6.5.8 to 6.5.9 8.5.5 to 8.5.5 9.5.1 9.5.4 to 9.5.6 10.5.1 11.5.2 12.5.2 14.5.1 to 14.5.8 15.5.1 to 15.5.2

Policies	Explanation and Principal Reasons for Adopting	Methods	See Also Other Policies
	<p>mountain ranges and heritage landscapes such as the historic goldfield sites.</p> <p>It is important that identification of Otago's outstanding natural features and landscapes be carried out as part of the process for protection from inappropriate subdivision, use and development. Until this identification is completed, careful consideration will need to be given as to whether a particular feature or landscape falls within the scope of Policy 5.5.6.</p> <p>The means of achieving protection may include voluntary arrangements, covenants, the resource consent process or where necessary and appropriate, purchase.</p>		
<p>5.5.7 To promote the provision of public access opportunities to natural and physical land features throughout the Otago region except where restriction is necessary:</p> <p>(i) To protect areas of significant indigenous vegetation and/or significant habitats of indigenous fauna; or</p> <p>(ii) To protect Maori cultural values; or</p> <p>(iii) To protect public health or safety; or</p> <p>(iv) To ensure a level of security consistent with the purpose of a resource consent or in circumstances where safety and security concerns require exclusive occupation; or</p> <p>(v) In other exceptional circumstances sufficient to justify the restriction notwithstanding the importance of maintaining that access.</p>	<p>Personal and community well being, health and safety can be dependent on access to natural and physical land resources, as well as to the coast and water bodies. This will require consideration of public access needs in the development of policies, plans and in the consideration of resource consent applications, and the setting aside of access strips to natural and physical land features where it is necessary to do so in order to maintain and enhance public access. In some cases however, it may be necessary to restrict public access in order to protect a resource's natural or associated cultural values, to protect public health or safety or to ensure a level of security consistent with the purpose of a resource consent. Consultation with and the agreement of the landowner will be required where access across private land is sought.</p> <p>The maintenance and enhancement of public access to Otago's natural and physical land features is a significant resource management issue of the Otago region.</p>	<p>5.6.18</p> <p>5.6.22</p>	<p>6.5.9 to 6.5.10</p> <p>8.5.1 to 8.5.3</p> <p>9.5.5 to 9.5.6</p> <p>14.5.1 to 14.5.8</p> <p>15.5.1 to 15.5.2</p>

	Policies	Explanation and Principal Reasons for Adopting	Methods	See Also Other Policies
5.5.8	To recognise known mineral deposits and to consider the potential for access to those mineral resources to be compromised or removed by other alternative land development.	Minerals are a finite natural resource that are important to the present and future economic and social well being of Otago's people and communities. It is important that known mineral deposits are recognised and that resource management in Otago provides for their sustainable management. This requires consideration of the potential for access to mineral resources to be compromised or removed as a result of alternative land development.	5.6.1 5.6.4 5.6.6 5.6.7 5.6.9 5.6.10 5.6.12 5.6.13 5.6.14 5.6.24	6.5.2 6.5.8 to 6.5.9 12.5.2 13.5.2 14.5.1 to 14.5.8 15.5.1 to 15.5.2

5.6 Methods

In order to achieve the outcomes of the policies, every agency with responsibilities under the Resource Management Act 1991 should:

- 5.6.1** Take into account Kai Tahu cultural values in the management of Otago's land and mineral resources through:
- (a) Using and recognising iwi resource management plans, where available, as a basis for consultation; and
 - (b) Developing consultation protocols with iwi, runanga and hapu to provide for their input into the management of Otago's land and mineral resources.
- 5.6.2** Develop mechanisms, consistent with Kai Tahu Koiwi Tangata policy to notify appropriate elders or runanga on the discovery of human remains.

The methods to be used by the Otago Regional Council include the following:

- 5.6.3** Develop policies and other means, including rules where appropriate, within the Regional Plan: Land to manage the adverse effects of the use, development or protection of the beds and banks of Otago's water bodies.
- 5.6.4** Develop policies and other means necessary, including rules where appropriate, within the Regional Plan: Land to avoid, remedy or mitigate the adverse effects of landuse activities that could degrade Otago's natural and physical resources, including the mineral resource.

- 5.6.5** Consider inclusion of conditions on resource consents and consider declining such consents as necessary to ensure sustainability of the land resource.
- 5.6.6** Promote and use education programmes to improve agency and community awareness and understanding of land issues and sustainable management in Otago.
- 5.6.7** Provide information on the adverse and beneficial effects associated with land activities.
- 5.6.8** Recognise and encourage the role of community groups that promote sustainable management of land and associated resources.
- 5.6.9** Consult with Otago's communities, including affected landholders, regarding the sustainable management of Otago's land and mineral resources.
- 5.6.10** Promote codes of practice agreed to by industry, the Otago Regional Council, city and district councils and other interest groups to avoid, remedy or mitigate adverse effects of activities on the land resource.
- 5.6.11** Prepare maps of high class soils in the region that clearly show their location and extent.
- 5.6.12** Promote and encourage interagency liaison and cooperation and the development of protocols to ensure integrated and coordinated management of Otago's land and mineral resources.
- 5.6.13** Initiate, support and encourage research and monitoring programmes, including self monitoring, to

provide information on issues and solutions relating to Otago's land and mineral resources.

- 5.6.14 Coordinate remedial works to mitigate the degradation resulting from landuse activities.
- 5.6.15 Liaise with city and district councils to enable landuse, development and protection consistent with sustainable management of land resources.
- 5.6.16 Develop guidelines to promote the use of less productive soils instead of high class soils for urban and industrial development.
- 5.6.17 Prepare, in conjunction with relevant agencies and in consultation with the community and affected landowners, an inventory of outstanding natural features and landscapes that are regionally significant.
- 5.6.18 Facilitate mechanisms to maintain and where practicable enhance public access to Otago's natural and physical land resources.

Methods which may be used by Otago's territorial local authorities include the following:

- 5.6.19 Require that all other practicable options be considered before the high class soils within a district are used for any purpose that has the effect of removing the soil, its primary productive capacity or its life-supporting capacity.
- 5.6.20 Develop policies and other means, including rules where appropriate, to ensure that Otago's outstanding natural features and landscapes are protected from inappropriate subdivision, use and development.

- 5.6.21 Consider including provisions and conditions in district plans and on resource consents to avoid, remedy or mitigate soil degradation resulting from the subdivision, use, development or protection of land.
- 5.6.22 Consider, develop and implement mechanisms to maintain and where practicable enhance public access to Otago's natural and physical land features.
- 5.6.23 Consider including provisions or conditions in district plans and on resource consents which seek to avoid, remedy or mitigate the adverse effects of land use activities on water resources.
- 5.6.24 Develop policies, rules and other means as necessary to manage landuse development that could compromise access to known mineral resources.

Explanation and Principal Reasons for Adopting

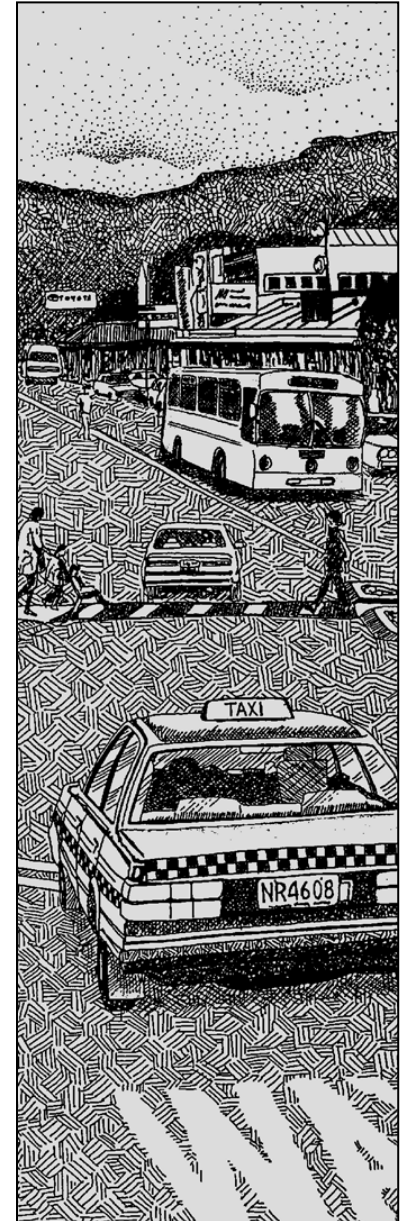
A range of agencies play a role in managing Otago's land resources. There are overlaps between the functions of regional councils and territorial local authorities in terms of the control of the use of land and effective communication and liaison between agencies is essential to achieve the desired objectives. Agencies responsible for resource management have a responsibility to provide guidelines and establish protocols in deciding on resource issues. The methods of implementation outlined above are intended to provide a means whereby the Otago community is included in the decision-making process.

5.7 Anticipated Environmental Results

The environmental results anticipated from the above policies and methods of implementation include:

- 5.7.1 Otago's communities are able to utilise the region's land resources in order to provide for their well being, health and safety, and also for the reasonably foreseeable needs of future generations.
- 5.7.2 The management of Otago's land resources takes into account the values of manawhenua.
- 5.7.3 Otago's existing high class soils are retained, as far as practicable, for primary productive purposes.
- 5.7.4 The overall state of Otago's land resource is maintained or enhanced.
- 5.7.5 Riparian margins are maintained and where practicable enhanced, along Otago's water bodies.
- 5.7.6 Water quality and quantity is maintained and where practicable enhanced as a result of the use, development or protection of land.
- 5.7.7 Otago's outstanding natural features and landscapes are recognised and protected from inappropriate subdivision, use and development.
- 5.7.8 The ecological health of Otago's land resource is maintained and enhanced.
- 5.7.9 Public access opportunities to Otago's natural and physical land features is maintained and enhanced.
- 5.7.10 Otago's communities are able to have input into the management of Otago's land resources.
- 5.7.11 Otago's communities are able to utilise the region's mineral resources for their present and reasonably foreseeable needs.

9 Built Environment



9.1 Introduction

In simple terms, the built environment can be considered as those man-made facilities and structures which form part of the physical resources of the region. However, in reality the built environment is far more complex, involving the relationship between people and communities and the facilities and structures they construct, use and develop to fulfil their needs and wants.

A definition of built environment is not provided in the Act. Within this Regional Policy Statement, the term refers to:

“Those man-made facilities and structures, including urban environments and their associated amenity values, that are utilised by Otago’s communities for their social, economic and cultural well being, and the relationships that exist between them.”

The built environment is made up of such things as urban and rural settlements, telecommunications, radiocommunications and electricity networks, road and rail links, sewerage and water systems, port and airport facilities, dams and flood control structures and recreational facilities.

The well being, safety and health of people and communities is closely linked to the built environment. The built environment meets basic human needs such as shelter and warmth, provides a system of mobility and access to services, infrastructure for economic activity, contributes to the community’s quality of life and protects its assets. For this reason, it is essential that the built environment is managed in a sustainable way for current and future generations.

The nature and character of Otago’s built environment has evolved from a diverse range of factors such as:

- The heritage and cultural resources of the region’s people;
- The natural and physical resource base of the region, enabling the development of economic activities such as agriculture, forestry and manufacturing;
- Technological advances allowing the expansion of the region’s infrastructure and human settlement;
- The nature of Otago’s topography and landforms, and the constraints it has placed on the pattern of settlement;
- The community’s controls on landuse activities and structures.

9.2 Roles of Different Agencies

Under the Resource Management Act, a number of agencies have key planning roles in relation to the built environment. They include:

9.2.1 Central Government

Central Government has two important roles in regard to the built environment. It is responsible for preparing national policy statements and environmental guidelines which may affect the way the built environment can be used or developed. Central Government also has a significant role in managing parts of the built environment through its ownership and control of physical resources such as state highways, dams and state housing. Other government agencies are responsible for protecting natural and physical resources, such as the Historic Places Trust which promotes the identification and conservation of the historical and cultural heritage of New Zealand.

9.2.2 Otago Regional Council

The Otago Regional Council is concerned with the regionally significant environmental consequences of decisions affecting the use, development and protection of the built environment. This strategic role is augmented by primary responsibility for soil and water concerns, coastal marine areas, hazards and discharge of contaminants into the environment. Regional plans can be prepared to cover these specific areas of responsibility.

The Otago Regional Council also has responsibilities under transport legislation for the development of a regional land transport strategy identifying the future transport needs of the region and the best means to achieve them. Other responsibilities include the planning and funding of public transport services.

9.2.3 Territorial Local Authorities

Under section 31, district and city councils have the primary responsibility for managing and controlling the use, development and protection of land, including the control of any potential or actual adverse effects.

City and district councils also own and manage parts of the built environment such as local roads, water and sewerage systems, and pensioner housing.

Territorial local authorities also have major responsibilities under the Building Act 1991. These include safeguarding public interest in health, safety, amenity and protection of other property as it is affected by the construction and maintenance of all buildings.

9.3 Issues

	Explanation	Objective	Policies	See Also Other Issues
9.3.1	<p>The adverse effects of urban development and settlement can impact upon the quality of the built environment and on the use of natural and physical resources.</p> <p>The quality and character of the built environment contributes to the community's appreciation of it as a place to live. For example, the quality of Dunedin's built environment as a place to live is bound up with its distinctive heritage cityscape - very few tall new buildings, a range of open spaces, recreational facilities, topography and climate. Similarly, Otago's smaller settlements provide a range of qualities and characteristics that make them attractive places in which to live and visit.</p> <p>It is important that a balance is achieved in maintaining the quality of the built environment as a place to live, while providing opportunities for economic change and growth and residential choice.</p> <p>Urban development and settlement patterns have a pervasive influence on the use and development of natural and physical resources within the region. Resources are used both in the expansion and maintenance of urban areas (such as land and energy), or are affected by emissions and discharges associated with urban land use (such as air and water). While dramatic changes in settlement patterns within Otago are unlikely over the next 10 years, the changes and pressures associated with urban development and settlement are readily apparent, particularly within inner Dunedin, and on the periphery of Queenstown, Cromwell and Alexandra. The issues associated with urban development and settlement include:</p> <ul style="list-style-type: none"> • Adverse effects resulting from discharges into the atmosphere such as industrial processes, domestic home heating and backyard burning, and motor vehicles; • Loss of productive land and landscape values to urbanisation and expansion of settlement; • Contamination of water bodies from industrial and domestic 	<p>9.4.1</p> <p>9.4.3</p>	<p>9.5.1</p> <p>9.5.4</p> <p>9.5.5</p>	<p>4.3.2 to 4.3.6</p> <p>5.3.1</p> <p>5.3.3</p> <p>5.3.4 to 5.3.5</p> <p>5.3.7</p> <p>6.3.2</p> <p>6.3.5 to 6.3.10</p> <p>7.3.1 to 7.3.2</p> <p>8.3.1 to 8.3.7</p> <p>8.3.9</p> <p>10.3.1</p> <p>10.3.4 to 10.3.5</p> <p>11.3.3</p> <p>11.3.6 to 11.3.7</p> <p>12.3.1 to 12.3.2</p> <p>13.3.1 to 13.3.6</p> <p>14.4.1 to 14.4.6</p> <p>15.3.1</p>

Issues	Explanation	Objective	Policies	See Also Other Issues
	<p>wastes, sewerage systems and storm water drains;</p> <ul style="list-style-type: none"> • Increased energy consumption resulting from inefficient patterns of settlement; • The loss or degradation of heritage sites, the need to protect them from inappropriate development and ensure continued public access; and • Loss of amenity values (open spaces, recreational resources, green belts, landscapes) from urban encroachment. 			
9.3.2 Otago is dependent on an efficient network of utilities to provide for the social, economic and cultural well being of Otago's communities.	<p>Utility networks are important for the continued well being of Otago's communities. The costs of maintaining and developing infrastructure such as water supply, sewerage and roading is an ongoing concern for urban and rural communities within Otago. In many cases the costs will be borne by a small and declining population base. Their concerns include:</p> <ul style="list-style-type: none"> • The high costs of extending services and utilities such as roads and water supplies; • The lack of coordination amongst network utility operators in the provision of infrastructure; • Under-utilised buildings and services and a general lack of investment in existing infrastructure; • The high dependence on non-renewable resources (eg. Fossil fuels) for some activities and services (eg. transport, heating) in the built environment which is not efficient in the long-term; • The maintenance and development of infrastructure for long-term sustainable use. 	9.4.1	9.5.2	5.3.4
		9.4.2	9.5.3 9.5.5	7.3.1 to 7.3.2 8.3.1 to 8.3.5 10.3.1 11.3.1 11.3.3 11.3.5 to 11.3.7 12.3.2 12.3.3 14.3.1 to 14.3.6 15.3.1
9.3.3 Otago is dependent on an efficient transport network to utilise its resources, and to provide mobility and access for its people and communities.	<p>The dispersed pattern of Otago's population and activities and the often rugged nature of its topography place a high dependence on an efficient transport network for utilising the region's resources, and providing mobility and access for its people and communities. Otago's transport network includes an extensive roading system, rail links to adjacent regions, a major sea port on the Otago harbour and two major air ports, Dunedin airport at Momona and Queenstown airport at Frankton. The issues affecting Otago's land</p>	9.4.1 9.4.2 9.4.3	9.5.2 9.5.3 9.5.4	4.3.1 to 4.3.5 5.3.3 to 5.3.5 6.3.5 to 6.3.8 6.3.9 7.3.1 8.3.1 to 8.3.5 10.3.1 10.3.4 11.3.1 11.3.3

Issues	Explanation	Objective	Policies	See Also Other Issues
	<p>transport network are both global and local in nature and include:</p> <ul style="list-style-type: none"> • The increasing use of non-renewable energy in the transport sector; • The adverse effects of transport systems including air and water pollution, noise, visual intrusion, dust and local ecological damage; • The maintenance and enhancement of the transport network to meet the needs of the regional community; and • The adverse effects of landuse activities on the transport network, especially adjacent landuse activities which would otherwise reduce safety and efficiency. 			<p>11.3.5 11.3.7 12.3.2 12.3.3 13.3.5 14.3.1 to 14.3.6 15.3.1</p>

9.4 Objectives

		Explanation and Principal Reasons for Adopting	Policies	See Also Other Objectives
9.4.1	To promote the sustainable management of Otago's built environment in order to:	The well being, safety and health of people and communities is dependent, to a greater or lesser degree, on the constraints and benefits afforded by the built environment. The built environment must be sustainably managed for the present and future needs of Otago's communities. This will be achieved by promoting sustainable patterns of urban development and settlement while allowing for amenity values.	9.5.1	4.4.1 to 4.4.6
	(a) Meet the present and reasonably foreseeable needs of Otago's people and communities; and		9.5.2	5.4.1 to 5.4.3
	(b) Provide for amenity values, and		9.5.3	5.4.5
	(c) Conserve and enhance environmental and landscape quality; and		9.5.4	6.4.1 to 6.4.8
	(d) Recognise and protect heritage values.		9.5.5	8.4.1 to 8.4.3
			9.5.6	8.4.5 to 8.4.6
				10.4.1
				10.4.3
				11.4.1 to 11.4.4
				12.4.1 to 12.4.2
				13.4.1
				13.4.4
				14.4.1 to 14.4.2
				15.4.1
9.4.2	To promote the sustainable management of Otago's infrastructure to meet the present and reasonably foreseeable needs of Otago's communities.	Roading and rail networks, power generation and transmission systems, water and sewage reticulation and telecommunication systems are all important in ensuring that the needs of Otago's communities are able to be met. They provide an infrastructure for urban development and settlement, economic activity and for the distribution of goods and services within the region. Their sustainable management is required to ensure that they will continue to meet the needs of Otago's communities.	9.5.2	4.4.4 to 4.4.6
			9.5.3	5.4.2
				8.4.1
				8.4.3
				11.4.1 to 11.4.4
				12.4.1
				12.4.3
				13.4.1
				13.4.4
				14.4.1 to 14.4.2
				15.4.1
9.4.3	To avoid, remedy or mitigate the adverse effects of Otago's built environment on Otago's natural and physical resources.	Urban development and settlement, and economic activities undertaken within the built environment, may have adverse effects on Otago's natural and physical resources. These adverse effects include, amongst others, increasing air and water pollution from emissions and discharges, increasing energy use for transport, domestic and industrial uses, the taking of land for urban development, particularly the threat of urban expansion on high class soils, the loss of, or damage to landscapes and heritage resources, and the loss of amenity values.	9.5.1	4.4.1 to 4.4.6
			9.5.3	5.4.1 to 5.4.3
			9.5.4	5.4.5
			9.5.5	6.4.2 to 6.4.6
			9.5.6	6.4.8
				7.4.1
				8.4.2
				8.4.4 to 8.4.6
				10.4.1
				10.4.3
				11.4.1 to 11.4.4
				12.4.1 to 12.4.3
				13.4.1
				13.4.4
				14.4.1 to 14.4.2
				15.4.1

9.5 Policies

		Explanation and Principal Reasons for Adopting	Methods	See Also Other Policies
9.5.1	To recognise and provide for the relationship Kai Tahu have with the built environment of Otago through:		9.6.1	5.5.1 5.5.6 6.5.1 to 6.5.2 6.5.5 to 6.5.7 6.5.9 to 6.5.10 7.5.1 8.5.1 to 8.5.4 8.5.6 to 8.5.7 10.5.1 11.5.1 to 11.5.4 11.5.6 to 11.5.7 13.5.1 to 13.5.2 13.5.6 to 13.5.8 14.5.1 to 14.5.8 15.5.1 to 15.5.2
(a)	Considering activities involving papatipu whenua that contribute to the community and cultural development of Kai Tahu; and	This policy gives heightened opportunity for runanga and hapu to develop their communities through housing projects and building of marae. The policy recognises the role of runanga and hapu in the management and control of the built environment and gives effect to the provisions of the Treaty of Waitangi.		
(b)	Recognising and providing for the protection of sites and resources of cultural importance from the adverse effects of the built environment.	It is acknowledged that land provides a strong source of cultural and spiritual identity to Kai Tahu and that this relationship has not been adequately recognised by authorities in the past. Many cultural sites and values have been lost to the development of the built environment. Such development in future will have regard to such cultural values.		
9.5.2	To promote and encourage efficiency in the development and use of Otago's infrastructure through:		9.6.2	5.5.2 to 5.5.3
(a)	Encouraging development that maximises the use of existing infrastructure while recognising the need for more appropriate technology; and	One means of achieving the sustainable use of infrastructure is to emphasise consolidation and improved use of existing infrastructure prior to extensions or new development. This approach will help reduce the costs to the community for providing and maintaining infrastructure and promote its more efficient use in the long term.	9.6.5	5.5.8
(b)	Promoting co-ordination amongst network utility operators in the provision and maintenance of infrastructure; and		9.6.7	6.5.2 to 6.5.4
(c)	Encouraging a reduction in the use of non-renewable resources while promoting the use of renewable resources in the construction, development and use of infrastructure; and		9.6.9	7.5.5
(d)	Avoiding or mitigating the adverse effects of subdivision, use and development of land on the safety and efficiency of regional infrastructure.		9.6.13	8.5.2 10.5.1 11.5.2 to 11.5.4 12.5.2 to 12.5.3 14.5.1 to 14.5.8 15.5.1 to 15.5.2

Policies	Explanation and Principal Reasons for Adopting	Methods	See Also Other Policies
9.5.3 To promote and encourage the sustainable management of Otago's transport network through: <ul style="list-style-type: none"> (a) Promoting the use of fuel efficient modes of transport; and (b) Encouraging a reduction in the use of fuels which produce emissions harmful to the environment; and (c) Promoting a safer transport system; and (d) Promoting the protection of transport infrastructure from the adverse effects of landuse activities and natural hazards. 	<p>Maintaining the transport network is essential for meeting the mobility and access needs of Otago's communities. The adverse effects on transport infrastructure that undermine its ability to function efficiently and effectively also need to be considered. These include traffic demands of landuse activities which are not appropriate for the function of the road, developments which impede access to sea ports, the effects of hazards such as slipping or earth movement and erosion. However, the adverse effects of that network (which include pollution, reliance on non-renewable energy sources, congestion, road accidents, difficulties in using the network due to cost or disability and urban sprawl) must be balanced against the benefits of mobility and access. A long-term coordinated viewpoint based on the sustainability of Otago's natural and physical resources is required.</p>	9.6.2 9.6.5	6.5.5 to 6.5.9 7.5.2 to 7.5.5 10.5.1 to 10.5.2 11.5.1 11.5.3 11.5.4 12.5.2 to 12.5.3 14.4.1 to 14.5.8 15.5.1 to 15.5.2
9.5.4 To minimise the adverse effects of urban development and settlement, including structures, on Otago's environment through avoiding, remedying or mitigating: <ul style="list-style-type: none"> (a) Discharges of contaminants to Otago's air, water or land; and (b) The creation of noise, vibration and dust; and (c) Visual intrusion and a reduction in landscape qualities; and (d) Significant irreversible effects on: <ul style="list-style-type: none"> (i) Otago community values; or (ii) Kai Tahu cultural and spiritual values; or (iii) The natural character of water bodies and the coastal environment; or (iv) Habitats of indigenous fauna; or (v) Heritage values; or (vi) Amenity values; or (vii) Intrinsic values of ecosystems; or (viii) Salmon or trout habitat. 	<p>Managing the built environment in a sustainable way requires that adverse effects that arise through its existing use, or from the extension of urban areas, or in change of the use in either urban or rural settings, are avoided or lessened. These effects may be the direct result of the ongoing use and development of the built environment and would include most forms of pollution, loss of land to urban development and increased energy consumption. The effects may also be indirect and result from the built environment's influence on landuse, accessibility to facilities and safety. They may be local or global in impact and all impose costs on the community.</p>	9.6.1 9.6.2 9.6.3 9.6.4 9.6.5 9.6.12 9.6.14	5.5.1 to 5.5.3 5.5.5 to 5.5.6 6.5.1 6.5.5 to 6.5.11 7.5.2 to 7.5.5 8.5.1 to 8.5.6 8.5.9 10.5.1 to 10.5.2 11.5.2 to 11.5.4 12.5.3 13.5.1 to 13.5.10 14.5.1 to 14.5.8 15.5.1 to 15.5.2

Policies	Explanation and Principal Reasons for Adopting	Methods	See Also Other Policies
<p>9.5.5 To maintain and, where practicable, enhance the quality of life for people and communities within Otago's built environment through:</p> <p>(a) Promoting the identification and provision of a level of amenity which is acceptable to the community; and</p> <p>(b) Avoiding, remedying or mitigating the adverse effects on community health and safety resulting from the use, development and protection of Otago's natural and physical resources; and</p> <p>(c) Avoiding, remedying or mitigating the adverse effects of subdivision, landuse and development on landscape values.</p>	<p>There are important features, qualities and values of the built environment which contribute to the community's quality of life. These should be conserved and enhanced and accorded appropriate recognition in planning by local and Central Government. Agencies such as district and city councils and the Historic Places Trust are encouraged to identify and protect these features and values at the local level. The health of the community is influenced by a wide range of public and private agencies, in addition to the quality of the built environment.</p>	<p>9.6.1 9.6.2 9.6.3 9.6.4 9.6.10</p>	<p>5.5.1 5.5.3 5.5.6 to 5.5.7 6.5.1 to 6.5.2 6.5.4 6.5.7 to 6.5.8 7.5.2 to 7.5.5 8.5.1 to 8.5.6 8.5.9 10.5.2 to 10.5.3 11.5.1 to 11.5.4 12.5.1 12.5.4 13.5.1 to 13.5.10 14.5.1 to 14.5.8 15.5.1 to 15.5.2</p>
<p>9.5.6 To recognise and protect Otago's regionally significant heritage sites through:</p> <p>(a) Identifying Otago's regionally significant heritage sites in consultation with Otago's communities; and</p> <p>(b) Developing means to ensure those sites are protected from inappropriate subdivision, use and development.</p>	<p>Otago has many heritage sites which serve to reinforce the region's identity and cultural past. These include features as diverse as archaeological sites, Victorian buildings and historic gold field tailings. Heritage sites should be identified and protected to preserve the tangible links to Otago's past and to enable them to be understood and appreciated by subsequent generations.</p>	<p>9.6.1 9.6.3 9.6.4 9.6.6 9.6.8 9.6.11 9.6.13</p>	<p>5.5.1 5.5.6 to 5.5.7 6.5.1 6.5.4 6.5.9 to 6.5.10 8.5.1 to 8.5.2 8.5.5 8.5.7 11.5.1 to 11.5.2 11.5.4 11.5.6 14.5.1 to 14.5.8 15.5.1 to 15.5.2</p>

9.6 Methods

In order to achieve the outcomes of the policies, every agency with responsibilities under the Resource Management Act 1991 should:

- 9.6.1 Take into account Kai Tahu cultural values in the management of Otago's built environment through:
- (a) Using and recognising iwi resource management plans as a basis for consultation; and
 - (b) Developing consultation protocols with iwi, runanga and hapu to provide for their input into the management of Otago's built environment.

The methods to be used by the Otago Regional Council include the following:

- 9.6.2 Develop a Regional Land Transport Strategy to provide a strategic overview for the management of Otago's land transport system identifying:
- (a) Future transport needs of the region; and
 - (b) The most desirable means of responding to those needs in a safe and cost effective manner; and
 - (c) The effect the transport system is likely to have on the environment; and
 - (d) The appropriate role for each transport mode.
- 9.6.3 Assist in the identification of Otago's regionally significant heritage sites in consultation with relevant agencies and Otago's communities and promote and encourage their protection.
- 9.6.4 Investigate the potential use of the heritage order provisions under the Resource Management Act to protect heritage values of regional significance.

- 9.6.5 Consult with Otago's communities regarding the management of Otago's built environment.

- 9.6.6 Advocate to Central Government on built environment issues of importance to Otago.

- 9.6.7 Promote and encourage interagency liaison and cooperation and the development of protocols and standards to achieve integrated and coordinated management of Otago's built environment.

Methods which may be used by Otago's territorial local authorities include the following:

- 9.6.8 Utilise means to identify and protect regionally significant heritage sites within their district.
- 9.6.9 Consider the effects of extensions to existing infrastructure or new developments, and the adverse effects of subdivision, use and development of land on the safety and efficiency of regionally significant infrastructure.
- 9.6.10 Provide the means to protect significant landscapes within their district from inappropriate subdivision, use and development where those landscapes contribute to the quality of life for those within the built environment.
- 9.6.11 Use education programmes to improve community awareness and understanding of issues associated with the built environment and sustainable management in Otago.

- 9.6.12 Provide information on the adverse effects associated with activities in the built environment.**
- 9.6.13 Recognise and encourage the role of community groups that promote sustainable management of the built environment and associated resources.**
- 9.6.14 Promote codes of practice agreed to by industry, the Otago Regional Council, city and district councils and other interest groups as appropriate to avoid, remedy or mitigate the adverse effects of activities on the built environment.**

Explanation and Principal Reasons for Adopting

These methods are designed to encourage agencies and where relevant, the community, to recognise and meet their responsibilities under the Resource Management Act and other relevant Acts, by adopting the concept of sustainable management of the built environment and the avoidance of adverse effects on the environment. Consultation with the community on matters relating to the built environment will form an integral part of this process. These matters include the significant resource management issues identified in 9.3 and the means to address them.

9.7 Anticipated Environmental Results

The environmental results anticipated from the above policies and methods of implementation include:

- 9.7.1 The built environment meets the present and reasonably foreseeable needs of Otago's communities.**
- 9.7.2 The management of Otago's built environment takes into account the values of manawhenua.**
- 9.7.3 The use, development and protection of infrastructure is managed in a sustainable way.**
- 9.7.4 A relative reduction is achieved in the use of non-renewable resources in the transport sector.**
- 9.7.5 Heritage sites of regional significance are protected and enhanced.**
- 9.7.6 Amenity values are provided at a level acceptable to Otago's communities.**

PART B Chapter 1 Resource management in Otago is integrated

This first chapter recognises that the different parts of the natural and physical environment are interconnected. The integrated management of natural and physical resources and human values is essential to safeguard the life-supporting capacity of the environment and enable the social, cultural, and economic wellbeing of all people and communities.

Chapter overview:

Objective 1.1³

Otago's resources are used sustainably to promote economic, social, and cultural wellbeing for its people and communities Page

Policy 1.1.1 ⁴	Economic wellbeing	11
Policy 1.1.2 ⁵	Social and cultural wellbeing and health and safety	11

Objective 1.2⁶

Recognise and provide for the integrated management of natural and physical resources to support the wellbeing of people and communities in Otago. Page

Policy 1.2.1 ⁷	Integrated resource management	13
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³ Changed by Environment Court consent order – 28 June 2018

⁴ Changed by Environment Court consent order – 28 June 2018

⁵ Changed by Environment Court consent order – 28 June 2018

⁶ Changed by Environment Court consent order – 28 June 2018

⁷ Changed by Environment Court consent order – 28 June 2018

Objective 1.1⁸ Otago’s resources are used sustainably to promote economic, social, and cultural wellbeing for its people and communities

Issue

The social and economic wellbeing of Otago’s communities depends on use and development of natural and physical resources.

Loss or degradation of resources can diminish their intrinsic values and constrains opportunities for use and development now and into the future.

Some of Otago’s resources are nationally or regionally important for their natural values and economic potential and so warrant careful management.

Policy 1.1.1⁹ Economic wellbeing

Provide for the economic wellbeing of Otago’s people and communities by enabling the resilient and sustainable use and development of natural and physical resources.

Method 2: **Regional, City and District Council Relationships**
Method 2.1, Method 2.2

Method 3: **Regional Plans**
Method 3.1

Method 4: **City and District Plans**
Method 4.1

Policy 1.1.2¹⁰ Social and cultural wellbeing and health and safety

Provide for the social and cultural wellbeing and health and safety of Otago’s people and communities when undertaking the subdivision, use, development and protection of natural and physical resources by all of the following:

- a) Recognising and providing for Kāi Tahu values;
- b) Taking into account the values of other cultures;
- c) Taking into account the diverse needs of Otago’s people and communities;
- d) Avoiding significant adverse effects of activities on human health;
- e) Promoting community resilience and the need to secure resources for the reasonable needs for human wellbeing;

⁸ Changed by Environment Court consent order – 28 June 2018

⁹ Changed by Environment Court consent order – 28 June 2018

¹⁰ Changed by Environment Court consent order – 28 June 2018

f) Promoting good quality and accessible infrastructure and public services.

Method 1: **Kāi Tahu Relationships**
Method 1.1, Method 1.2

Method 2: **Regional, City and District Council Relationships**
Method 2.1, Method 2.2

Method 3: **Regional Plans**
Method 3.1

Method 4: **City and District Plans**
Method 4.1

Method 9: **Advocacy and Facilitation**
Method 9.1.2 g

Principal Reasons and Explanation

Sustainable management under the RMA includes enabling social, economic and cultural wellbeing for present and future generations. Resource management decisions need to recognise that individual and community wellbeing depends on use, development and protection of natural and physical resources.

Objective 1.2¹¹ Recognise and provide for the integrated management of natural and physical resources to support the wellbeing of people and communities in Otago

Issue:

Natural and physical resources are interconnected, complex and should be managed in an integrated, sustainable, consistent and effective way because the use of one resource may adversely affect another. Inefficient and ineffective responses or unexpected adverse effects can occur when activities affecting a resource are undertaken by different resource users, governed by different legislation, or administered by different local authorities. Plans need to address diverse and conflicting interests.

Policy 1.2.1¹² Integrated resource management

Achieve integrated management of Otago's natural and physical resources, by all of the following:

- a) Coordinating the management of interconnected natural and physical resources;
- b) Taking into account the impacts of management of one natural or physical resource on the values of another, or on the environment;
- c) Recognising that the value and function of a natural or physical resource may extend beyond the immediate, or directly adjacent, area of interest;
- d) Ensuring that resource management approaches across administrative boundaries are consistent and complementary;
- e) Ensuring that effects of activities on the whole of a natural or physical resource are considered when that resource is managed as subunits.
- f) Managing adverse effects of activities to give effect to the objectives and policies of the Regional Policy Statement.
- g) Promoting healthy ecosystems and ecosystem services;
- h) Promoting methods that reduce or negate the risk of exceeding sustainable resource limits.

Method 2: Regional, City and District Council Relationships
Method 2.1, Method 2.2

Method 3: Regional Plans
Method 3.1

Method 4: City and District Plans
Method 4.1

Method 9: Advocacy and Facilitation

¹¹ Changed by Environment Court consent order – 28 June 2018

¹² Changed by Environment Court consent order – 28 June 2018

Method 9.2

Principal Reasons and Explanation:

The RMA requires that resources are managed in an integrated way.

The management of natural and physical resources needs to be integrated to ensure that resource management decisions are consistent, take account of the linkages between all parts of the environment and recognise and provide for the diversity of different interests and values associated with resources.

PART B Chapter 4 Communities in Otago are resilient, safe and healthy

Otago is at risk of expected and unexpected shocks and changes, from natural hazards, climate change and reliance on energy, imported goods and fossil fuels. These disruptions have the potential to affect economic, social, cultural, and environmental wellbeing.

Ensuring communities develop in a way which helps to prepare for, respond, recover, and adapt to disruptions will help make communities resilient. The sustainable management of renewable energy sources, the use of hazardous substances, and management of waste materials will, in the long term, also help ensure communities' resilience.

This chapter deals with the response and ability to be resilient to resource limitations or constraints, shock events, system disruptions, natural hazards, and climate change.

Chapter overview:

Objective 4.1

Risk that natural hazards pose to Otago's communities are minimised.

Page

Policy 4.1.1	Identifying natural hazards	24
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Objective 4.2

Otago's communities are prepared for and able to adapt to the effects of climate change.

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Policy 4.2.1	Sea level rise	32
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Objective 4.3		
Infrastructure is managed and developed in a sustainable way.		Page
Policy 4.3.1	Managing infrastructure activities	34
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Objective 4.1 Risks that natural hazards pose to Otago's communities are minimised

Issue:¹⁵

Natural hazard events, such as flooding and earthquakes, have the potential to injure people and damage property. Natural hazards may be exacerbated by the effects of climate change, which include sea level rise, and greater frequency and intensity of extreme weather events.

It is sometimes difficult and costly for a community to recover from a hazard event.

Policy 4.1.1 Identifying natural hazards

Identify natural hazards that may adversely affect Otago's communities, including hazards of low likelihood and high consequence by considering all of the following:

- a) Hazard type and characteristics;
- b) Multiple and cascading hazards;
- c) Cumulative effects, including from multiple hazards with different risks;
- d) Effects of climate change;
- e) Using the best available information for calculating likelihood;
- f) Exacerbating factors.

Method 2: Regional, City and District Council Relationships
Method 2.1, Method 2.2, Method 2.3

Method 4: City and District Plans
Method 4.1.2, Method 4.2.8

Method 5: Research, Monitoring and Reporting
Method 5.2.1, Method 5.2.2

Method 7: Education and Information
Method 7.1.1, Method 7.1.2, Method 7.1.3

Policy 4.1.2 Natural hazard likelihood

Using the best available information, assess the likelihood of natural hazard events occurring, over no less than 100 years.

Method 2: Regional, City and District Council Relationships
Method 2.1, Method 2.2, Method 2.3

¹⁵ Changed by Environment Court consent order – 28 June 2018

- Method 3: Regional Plans**
Method 3.1.13, Method 3.2.1
- Method 4: City and District Plans**
Method 4.1.2, Method 4.2.1, Method 4.2.8
- Method 5: Research, Monitoring and Reporting**
Method 5.2.1, Method 5.2.2

Policy 4.1.3 Natural hazard consequence

Assess the consequences of natural hazard events, by considering all of the following:

- a) The nature of activities in the area;
- b) Individual and community vulnerability;
- c) Impacts on individual and community health and safety;
- d) Impacts on social, cultural and economic wellbeing;
- e) Impacts on infrastructure and property, including access and services;
- f) Risk reduction and hazard mitigation measures;
- g) Lifeline utilities, essential and emergency services, and their co-dependence;
- h) Implications for civil defence agencies and emergency services;
- i) Cumulative effects;
- j) Factors that may exacerbate a hazard event.

- Method 2: Regional, City and District Council Relationships**
Method 2.1, Method 2.2, Method 2.3
- Method 3: Regional Plans**
Method 3.1.13, Method 3.2.1
- Method 4: City and District Plans**
Method 4.1.2, Method 4.2.1, Method 4.2.8
- Method 5: Research, Monitoring and Reporting**
Method 5.2.1, Method 5.2.2

Policy 4.1.4¹⁶ Assessing activities for natural hazard risk

Assess activities for natural hazard risk to people, property and communities, by considering all of the following:

- a) The natural hazard risk identified, including residual risk;
- b) Any measures to avoid, remedy or mitigate those risks, including relocation and recovery methods;

¹⁶ Changed by Environment Court consent order – 28 June 2018

- c) The long-term viability and affordability of those measures;
- d) Flow-on effects of the risk to other activities, individuals and communities;
- e) The availability of, and ability to provide, lifeline utilities, and essential and emergency services, during and after a natural hazard event.

Method 2: Regional, City and District Council Relationships

Method 2.1, Method 2.2, Method 2.3

Method 3: Regional Plans

Method 3.1

Method 4: City and District Plans

Method 4.1.2, Method 4.2.8

Method 5: Research, Monitoring and Reporting

Method 5.2.1, Method 5.2.2

Method 6: Non RMA Strategies and Plans

Method 6.1.1

Method 7: Education and Information

Method 7.1.1, Method 7.1.2, Method 7.1.3

Policy 4.1.5¹⁷ Natural hazard risk

Manage natural hazard risk to people, property and communities, with particular regard to all of the following:

- a) The risk posed, considering the likelihood and consequences of natural hazard events;
- b) The implications of residual risk;
- c) The community's tolerance of that risk, now and in the future, including the community's ability and willingness to prepare for and adapt to that risk, and respond to an event;
- d) Sensitivity of activities to risk;
- e) The need to encourage system resilience;
- f) The social costs of recovery.

Method 2: Regional, City and District Council Relationships

Method 2.1, Method 2.2, Method 2.3

Method 3: Regional Plans

Method 3.1

¹⁷ Changed by Environment Court consent order – 28 June 2018

- Method 4:** **City and District Plans**
Method 4.1.2, Method 4.2.8
- Method 6:** **Non RMA Strategies and Plans**
Method 6.1.1
- Method 7:** **Education and Information**
Method 7.1.1, Method 7.1.2, Method 7.1.3
- Method 9:** **Advocacy and Facilitation**
Method 9.1.2, Method 9.1.3, Method 9.2.1

Policy 4.1.6¹⁸ Minimising increase in natural hazard risk

Minimise natural hazard risk to people, communities, property and other aspects of the environment by:

- a) Avoiding activities that result in significant risk from natural hazard;
- b) Enabling activities that result in no or low residual risk from natural hazard;
- c) Avoiding activities that increase risk in areas potentially affected by coastal hazards over at least the next 100 years;
- d) Encouraging the location of infrastructure away from areas of hazard risk where practicable;
- e) Minimising any other risk from natural hazard.

- Method 2:** **Regional, City and District Council Relationships**
Method 2.1, Method 2.2, Method 2.3
- Method 3:** **Regional Plans**
Method 3.1
- Method 4:** **City and District Plans**
Method 4.1.2, Method 4.2.8
- Method 6:** **Non RMA Strategies and Plans**
Method 6.1.1
- Method 7:** **Education and Information**
Method 7.1.1, Method 7.1.2, Method 7.1.3
- Method 9:** **Advocacy and Facilitation**
Method 9.1.2, Method 9.1.3, Method 9.2.1

¹⁸ Changed by Environment Court consent order – 28 June 2018

Policy 4.1.7¹⁹ Reducing existing natural hazard risk

Reduce existing natural hazard risk to people and communities, including by all of the following:

- a) Encouraging activities that:
 - i. Reduce risk; or
 - ii. Reduce community vulnerability;
- b) Discouraging activities that:
 - i. Increase risk; or
 - ii. Increase community vulnerability;
- c) Considering the use of exit strategies for areas of significant risk to people and communities;
- d) Encouraging design that facilitates:
 - i. Recovery from natural hazard events; or
 - ii. Relocation to areas of lower risk; or
 - iii. Mitigation of risk;
- e) Relocating lifeline utilities, and facilities for essential and emergency service, to areas of reduced risk, where appropriate and practicable;
- f) Enabling development, upgrade, maintenance and operation of lifeline utilities and facilities for essential and emergency services;
- g) Reassessing natural hazard risk to people and communities, and community tolerance of that risk, following significant natural hazard events.

Method 3: Regional Plans

Method 3.1

Method 4: City and District Plans

Method 4.1.2

Method 6: Non RMA Strategies and Plans

Method 6.1.1

Method 7: Education and Information

Method 7.1.1, Method 7.1.2, Method 7.1.3

Method 9: Advocacy and Facilitation

Method 9.1.2, Method 9.1.3, Method 9.2.1

Policy 4.1.8 Precautionary approach to natural hazard risk

Where natural hazard risk to people and communities is uncertain or unknown, but potentially significant or irreversible, apply a precautionary approach to identifying, assessing and managing that risk.

¹⁹ Changed by Environment Court consent order – 28 June 2018

Method 3: Regional Plans

Method 3.1

Method 4: City and District Plans

Method 4.1.2

Policy 4.1.9 Protecting features and systems that provide hazard mitigation

Avoid, remedy or mitigate adverse effects on natural or modified features and systems, that contribute to mitigating the effects of both natural hazards and climate change.

Method 3: Regional Plans

Method 3.1

Method 4: City and District Plans

Method 4.1.2

Policy 4.1.10²⁰ Mitigating natural hazards

Give preference to risk management approaches that reduce the need for hard protection structures or similar engineering interventions, and provide for hard protection structures only when all of the following apply:

- a) Those measures are essential to reduce risk to a level the community is able to tolerate;
- b) There are no reasonable alternatives that result in reducing the risk exposure;
- c) It would not result in an increase in risk to people and communities, including displacement of risk off-site;
- d) The adverse effects can be adequately managed;
- e) The mitigation is viable in the reasonably foreseeable long term.

Method 3: Regional Plans

Method 3.1

Method 4: City and District Plans

Method 4.1.2

Method 7: Education and Information

Method 7.1.1, Method 7.1.2

Method 9: Advocacy and Facilitation

Method 9.1.2, Method 9.1.3, Method 9.2.1

²⁰ Changed by Environment Court consent order – 28 June 2018

Policy 4.1.11 Hard protection structures

Enable the location of hard protection structures or similar engineering interventions on public land only when either or both of the following apply:

- a) There is significant public or environmental benefit in doing so;
- b) The work relates to the functioning ability of a lifeline utility, or a facility for essential or emergency services.

Method 3: Regional Plans
Method 3.1

Method 4: City and District Plans
Method 4.1.2

Method 7: Education and Information
Method 7.1.1, Method 7.1.2

Policy 4.1.12 Lifeline utilities and facilities for essential or emergency services

Locate and design lifeline utilities and facilities for essential or emergency services to:

- a) Maintain their ability to function to the fullest extent possible, during and after natural hazard events; and
- b) Take into account their operational co-dependence with other lifeline utilities and essential services to ensure their effective operation.

Method 9: Advocacy and Facilitation
Method 9.2.3, Method 9.2.4

Policy 4.1.13²¹ Hazard mitigation measures, lifeline utilities, and essential and emergency services

Protect the functional needs of hazard mitigation measures, lifeline utilities, and essential or emergency services, including by all of the following:

- a) Restricting the establishment of other activities that may result in reverse sensitivity effects on those measures, utilities or services;
- b) Avoiding significant adverse effects on those measures, utilities or services;
- c) Avoiding, remedying or mitigating other adverse effects on those measures, utilities or services;
- d) Maintaining access to those measures, utilities or services for maintenance and operational purposes;
- e) Managing other activities in a way that does not restrict the ability of those mitigation measures, utilities or services to continue functioning.

²¹ Changed by Environment Court consent order – 28 June 2018

Method 2:	Regional, City and District Council Relationships Method 2.1, Method 2.2, Method 2.3
Method 3:	Regional Plans Method 3.1
Method 4:	City and District Plans Method 4.1.2, Method 4.2.8
Method 6:	Non RMA Strategies and Plans Method 6.1.1
Method 9:	Advocacy and Facilitation Method 9.2.3, Method 9.2.4

Principal Reasons and Explanation:

While many of these events are beyond the control of people and communities, there is a need to reduce their potential impacts on people's safety, health and wellbeing.

Natural hazards can injure or kill people, damage property, create stress and fear, affect the operation of infrastructure and impact on the economy.

Natural hazard risks can also be exacerbated by inappropriate subdivision, use and development. Natural hazards should be identified and managed appropriately, so the risk of avoidable social and economic harm to communities is reduced as much as possible.

Objective 4.2²² Otago's communities are prepared for and able to adapt to the effects of climate change

Issue:

Climate change is creating environmental and economic outcomes that negatively affect the sustainability of natural and physical resources. These include higher sea levels, increased frequency of natural hazard events, and changing distribution of plants and animals. There is significant uncertainty over the rate and scale of change.

National and international policy frameworks have set objectives and guidance for New Zealand to proactively work toward reducing the rate of global warming.

Policy 4.2.1²³ Sea level rise

Ensure Otago's people and communities are able to adapt to, or mitigate the effects of sea level rise, over no less than 100 years, by using:

- a) A sea level rise of at least 1 metre by 2115, relative to 1990 mean sea level (Otago Metric Datum); and
- b) Adding an additional 10mm per year beyond 2115, or the most up-to-date national or regional guidance on likely sea level rise.

Method 2: Regional, City and District Council Relationships
Method 2.1, Method 2.2

Method 3: Regional Plans
Method 3.1

Method 4: City and District Plans
Method 4.1

Policy 4.2.2²⁴ Climate change

Ensure Otago's people and communities are able to mitigate and adapt to the effects of climate change, over no less than 100 years, by all of the following:

- a) Taking into account the effects of climate change, including by using the best relevant climate change data;
- b) Applying a precautionary approach when assessing and managing the effects of climate change where there is scientific uncertainty and potentially significant or irreversible effects;
- c) Encouraging activities that assist to reduce or mitigate the effects of climate change.

²² Changed by Environment Court consent order – 28 June 2018

²³ Changed by Environment Court consent order – 28 June 2018

²⁴ Changed by Environment Court consent order – 28 June 2018

d) Encouraging system resilience.

Method 2: Regional, City and District Council Relationships
Method 2.1, Method 2.2

Method 3: Regional Plans
Method 3.1

Method 4: City and District Plans
Method 4.1

Method 5: Research, Monitoring and Reporting
Method 5.2.1 g. and j.

Method 6: Non RMA Strategies and Plans
Method 6.1.1

Method 7: Education and Information
Method 7.1.1, Method 7.1.2

Method 9: Advocacy and Facilitation
Method 9.1.2, Method 9.1.3

Principal Reasons and Explanation:

Communities need consistent guidance on sea level rise, extreme weather events, and all other adverse effects of climate change to manage those adverse effects.

Climate change is bringing higher sea levels and is increasing the frequency and severity of climate related natural hazards including flooding, landslips, erosion and drought. Stormwater systems may not be able to cope with heavier rainfall. Other effects of climate change include changing distributions of plants and animals, and consequential effects, such as the risk of saltwater intrusion into groundwater as a result of rising sea levels. There may be other adverse effects from climate change that are not yet known. A precautionary approach is required where there is scientific uncertainty.

The effects of climate change will result in social, environmental and economic costs, and in some circumstances benefits. It is prudent that these changes be planned for now, so that the impacts can be reduced.

Objective 4.3 Infrastructure is managed and developed in a sustainable way

Issue:²⁵

Social and economic wellbeing depends on having adequate infrastructure. Failing to provide for its functional needs can result in adverse effects.

Aging and sub-standard infrastructure can present a risk to the community by threatening community resilience and can constrain new infrastructure solutions.

Activities locating in proximity to infrastructure may lead to reverse sensitivity effects on that infrastructure.

Infrastructure may adversely affect other lawfully established activities.

Infrastructure of regional and national significance may result in localised adverse environmental impacts, or adversely affect other nationally important values.

Some infrastructure can only locate in particular areas, and it may not always be possible to avoid significant adverse effects.

Policy 4.3.1²⁶ Managing infrastructure activities

Recognise and provide for infrastructure by all of the following:

- a) Protecting and providing for the functional needs of lifeline utilities and essential or emergency services;
- b) Increasing the ability of communities to respond and adapt to emergencies, and disruptive or natural hazard events;
- c) Improving efficiency of natural and physical resource use;
- d) Minimising adverse effects on existing land uses, and natural and physical resources;
- e) Managing other activities to ensure the functional needs of infrastructure are not compromised.

Policies 4.3.2 – 4.3.6 regarding infrastructure that has regional or national significance prevail where there is a conflict with policy 4.3.1.

Method 3: Regional Plans

Method 3.1

Method 4: City and District Plans

Method 4.1

²⁵ Changed by Environment Court consent order – 6 July 2018

²⁶ Changed by Environment Court consent order – 6 July 2018

Policy 4.3.2²⁷ Nationally and regionally significant infrastructure

Recognise the national and regional significance of all of the following infrastructure:

- a) Renewable electricity generation activities, where they supply the National Grid or local distribution network;
- b) National Grid;
- c) Electricity sub-transmission infrastructure;
- d) Telecommunication and radiocommunication facilities;
- e) Roads classified as being of national or regional importance;
- f) Ports and airports and associated navigation infrastructure;
- g) Defence facilities;
- h) Rail infrastructure;
- i) Municipal infrastructure.

Method 2: **Regional, City and District Council Relationships**
Method 2.1, Method 2.2

Method 3: **Regional Plans**
Method 3.1

Method 4: **City and District Plans**
Method 4.1, Method 4.1.17, 4.1.18

Method 6: **Non RMA Strategies and Plans**
Method 6.3.1

Policy 4.3.3²⁸ Functional needs of infrastructure that has national or regional significance

Provide for the functional needs of infrastructure that has regional or national significance, including safety.

Method 3: **Regional Plans**
Method 3.1

Method 4: **City and District Plans**
Method 4.1

Policy 4.3.4 Adverse effects of nationally and regionally significant infrastructure

Manage adverse effects of infrastructure that has national or regional significance, by:

- a) Giving preference to avoiding its location in all of the following:
-

²⁷ Changed by Environment Court consent order – 6 July 2018

²⁸ Changed by Environment Court consent order – 6 July 2018

- i. Areas of significant indigenous vegetation and significant habitats of indigenous fauna in the coastal environment;
- ii. Outstanding natural character in the coastal environment;
- iii. Outstanding natural features and natural landscapes, including seascapes, in the coastal environment;
- iv. Areas of significant indigenous vegetation and significant habitats of indigenous fauna beyond the coastal environment;
- v. Outstanding natural character in areas beyond the coastal environment;
- vi. Outstanding natural features and landscapes beyond the coastal environment;
- vii. Outstanding water bodies or wetlands;
- viii. Places or areas containing historic heritage of regional or national significance;
- b) Where it is not practicable to avoid locating in the areas listed in a) above because of the functional needs of that infrastructure:
 - i. Avoid adverse effects on the values that contribute to the significant or outstanding nature of a) i-iii;
 - ii. Avoid significant adverse effects on natural character and natural landscapes in all other areas of the coastal environment
 - iii. Avoid, remedy or mitigate, as necessary, adverse effects in order to maintain the outstanding or significant nature of a) iv-viii;
- c) Avoid, remedy or mitigate, as necessary, adverse effects on highly valued natural features, landscapes and seascapes. in order to maintain their high values;
- d) Avoiding, remedying or mitigating other adverse effects;
- e) Considering offsetting for residual adverse effects on indigenous biological diversity.

Where there is a conflict, Policy 4.3.4 prevails over the policies under Objectives 3.2 (except for policy 3.2.12), 5.2 and Policy 4.3.1.

Method 2: Regional, City and District Council Relationships
Method 2.1, Method 2.2

Method 3: Regional Plans
Method 3.1

Method 4: City and District Plans
Method 4.1

Method 6: Non RMA Strategies and Plans
Method 6.3.1

Method 9: Advocacy and Facilitation
Method 9.1.2

Policy 4.3.5 Protecting infrastructure with national or regional significance

Protect infrastructure with national or regional significance, by all of the following:

- a) Restricting the establishment of activities that may result in reverse sensitivity effects;
- b) Avoiding significant adverse effects on the functional needs of such infrastructure;
- c) Avoiding, remedying or mitigating other adverse effects on the functional needs of such infrastructure;
- d) Protecting infrastructure corridors from activities that are incompatible with the anticipated effects of that infrastructure, now and for the future.

Method 3: Regional Plans
Method 3.1

Method 4: City and District Plans
Method 4.1, Method 4.1.18

Policy 4.3.6²⁹ The National Grid

Provide for the National Grid by:

- a) Managing activities to the extent reasonably possible to avoid reverse sensitivity effects on the National Grid; and
- b) Identifying corridors for the existing National Grid within which activities and development will be managed to the extent reasonably possible to ensure that the functional needs of the National Grid are not compromised; and
- c) Not allowing existing activities in the identified corridors to intensify in a way that increases their incompatibility with existing National Grid infrastructure.
- d) Manage the adverse effects of new National Grid infrastructure by all of the following:
 - i. recognising there may be some areas in the coastal environment where avoidance of adverse effects is required to protect the identified special values of those areas.
 - ii. seeking to avoid adverse effects on the values of the following:
 - a. Areas of significant indigenous vegetation and significant habitats of indigenous fauna;
 - b. Outstanding natural features, landscapes and seascapes;
 - c. Areas of outstanding natural character;
 - d. Outstanding water bodies or wetlands;
 - e. Places or areas containing historic heritage of regional or national significance.
 - iii. Where it is not practicable to avoid adverse effects on the values of the areas listed in d) ii. above because of the functional needs of the National Grid, remedy or mitigate adverse effects on those values;
 - iv. Avoiding, remedying or mitigating other adverse effects;
 - v. Consider offsetting for residual adverse effects on indigenous biological diversity.

Where there is a conflict, Policy 4.3.6 prevails over the policies under Objectives 3.1, 3.2, 4.3 and 5.2, and over policy 5.4.9.

²⁹ Changed by Environment Court consent order – 6 July 2018

Method 3: Regional Plans

Method 3.1

Method 4: City and District Plans

Method 4.1

Principal Reasons and Explanation:

It is essential for the economy and the wellbeing and health and safety of communities, that people are serviced by the right infrastructure at the right time and that infrastructure operates efficiently and effectively.

Some infrastructure such as roads, water supply, waste water and storm water is provided by local authorities. Other infrastructure such as energy generation and network utility operation is managed by state owned enterprises, requiring authorities and private companies.

Infrastructure of national and regional significance, including roads, rail, electricity generation and transmission, radiocommunication and telecommunication, are part of a national network, and contribute to the economic and social wellbeing of the region and nation.

It is important to recognise the benefits of this infrastructure to the economy and to community resilience, in addition to managing any adverse effects on natural resources.

Local authorities have a role to play, to ensure that local, regional and national infrastructure needs are being met now and for the future.

Objective 4.4³⁰ Energy resources and supplies are secure, reliable and sustainable

Issue:

Although Otago is rich in renewable energy sources it is also an importer of fossil fuels. Any constraints on energy and fuel supply could affect the way we live and are able to respond to disruptive events.

Policy 4.4.1³¹ Renewable electricity generation

Provide for renewable electricity generation activities, by all of the following:

- a) Recognising the benefits associated with those activities;
- b) Recognising the functional needs of those activities;
- c) Recognising the importance of the resource needs of those activities;
- d) Promoting the efficient use of existing structures or facilities; and
- e) Providing for activities associated with the investigation, ~~and~~ identification, and development of potential renewable electricity generation sites and sources.

Method 3: Regional Plans

Method 3.1

Method 4: City and District Plans

Method 4.1

Method 7: Education and Information

Method 7.1.4

Method 9: Advocacy and Facilitation

Method 9.2.3

Policy 4.4.2 Small and community scale renewable electricity generation

Promote small and community scale renewable electricity generation activities that both:

- a) Increase the local community's resilience and security of energy supply; and
- b) Avoid, remedy or mitigate adverse effects from that activity.

Method 7: Education and Information

Method 7.1.4

Method 9: Advocacy and Facilitation

³⁰ Changed by Environment Court consent order – 28 June 2018

³¹ Changed by Environment Court consent order – 28 June 2018

Method 9.2.3

Policy 4.4.3³² Protecting existing renewable electricity generation

Protect the generation output of existing nationally or regionally significant renewable electricity generation activities, by all of the following:

- a) Recognising their functional needs, including resource needs;
- b) Avoiding, to the extent reasonably practicable, reverse sensitivity effects on their functional needs;
- c) Avoiding, remedying or mitigating adverse effects from other activities on them; except when sub-clause d) applies;
- d) Having particular regard to avoiding, remedying or mitigating adverse effects from new water takes on those which do not have a specified water allocation volume.

Method 3: **Regional Plans**
Method 3.1

Method 4: **City and District Plans**
Method 4.1

Policy 4.4.4³³ Efficient transport of electricity

Enable electricity transmission and distribution infrastructure activities that achieve all of the following:

- a) Maintenance or improvement of the security and reliability of electricity supply;
- b) Enhancement of the safety, efficiency and effectiveness of the infrastructure; and
- c) Avoidance, remediation or mitigation of adverse effects from that activity.

Method 3: **Regional Plans**
Method 3.1

Method 4: **City and District Plans**
Method 4.1

Policy 4.4.5³⁴ Electricity distribution infrastructure

Recognise and provide for electricity distribution infrastructure, by all of the following:

- a) Recognising the functional needs of electricity distribution activities;
- b) Restricting the establishment of activities that may result in reverse sensitivity effects;
- c) Avoiding, remedying or mitigating adverse effects from other activities on the functional needs of that infrastructure;

³² Changed by Environment Court consent order – 28 June 2018

³³ Changed by Environment Court consent order – 28 June 2018

³⁴ Changed by Environment Court consent order – 28 June 2018

- d) Minimising adverse effects of new and upgraded electricity distribution infrastructure on existing land uses;
- e) Identifying significant electricity distribution infrastructure and managing effects of potentially incompatible activities through methods such as corridors.

Method 3: Regional Plans
Method 3.1

Method 4: City and District Plans
Method 4.1, 4.1.19

Method 9: Advocacy and Facilitation
Method 9.1

Policy 4.4.6³⁵ Energy efficient transport

Enable energy efficient and sustainable transport for Otago's communities, by all of the following:

- a) Encouraging the development of compact and well integrated urban areas, to reduce travel needs within those areas;
- b) Ensuring that transport infrastructure in urban areas has good connectivity, both within new urban areas and between new and existing urban areas, by all of the following:
 - i. Placing a high priority on walking, cycling, and public transport, where appropriate;
 - ii. Maximising pedestrian and cycling networks connectivity, and integration with public transport;
 - iii. Having high design standards for pedestrian and cyclist safety and amenity;
- c) Enabling the development or upgrade of transport infrastructure and associated facilities that both:
 - i. Increase freight efficiency; and
 - ii. Foster the uptake of new technologies for more efficient energy uses, and renewable or lower emission transport fuels.
- d) Fostering uptake of public transportation through provision of safe, reliable and well sheltered alternatives to private transport.

Method 2: Regional, City and District Council Relationships
Method 2.1, Method 2.2

Method 3: Regional Plans
Method 3.1

Method 4: City and District Plans
Method 4.1

³⁵ Changed by Environment Court consent order – 28 June 2018

Method 6: **Non RMA Strategies and Plans**
Method 6.3

Method 9: **Advocacy and Facilitation**
Method 9.1, Method 9.2.2

Policy 4.4.7³⁶ Fuels

Recognise and provide for reliable and resilient fuel supply chain infrastructure to meet community fuel needs, including facilities for the transition to a lower-carbon future.

Method 3: **Regional Plans**
Method 3.1

Method 4: **City and District Plans**
Method 4.1

Principal Reasons and Explanation:

There is a need to encourage renewable energy generation, encourage sustainable energy use and improve energy resilience.

People's social and economic wellbeing, and their health and safety, is dependent on their energy needs being met by a sustainable, reliable and secure supply of energy. Communities rely on a range of renewable energy sources such as hydro, wind and solar generation and non-renewable sources such as oil, gas and coal.

More efficient energy uses, and a greater diversity of energy sources have the potential to increase community resilience while increasing the ability to sustain economic development.

In particular, more efficient or alternative transport fuels, in addition to better planning for access and public transport will provide for a more sustainable and resilient transport system.

³⁶ Changed by Environment Court consent order – 28 June 2018

Objective 4.5³⁷ Urban growth and development is well designed, occurs in a strategic and coordinated way, and integrates effectively with adjoining urban and rural environments

Issue:

Unplanned urban growth and development risks exceeding the carrying capacity of existing infrastructure and services, adversely affecting community resilience.

Unanticipated growth places pressure on adjoining productive land, and risks losing connectivity with adjoining urban areas.

Urban development has not always had regard for the local environment or the needs of the community.

Policy 4.5.1³⁸ Providing for urban growth and development

Provide for urban growth and development in a strategic and co-ordinated way, including by:

- a) Ensuring future urban growth areas are in accordance with any future development strategy for that district.
- b) Monitoring supply and demand of residential, commercial and industrial zoned land;
- c) Ensuring that there is sufficient housing and business land development capacity available in Otago;
- d) Setting minimum targets for sufficient, feasible capacity for housing in high growth urban areas in Schedule 6
- e) Coordinating the development and the extension of urban areas with infrastructure development programmes, to provide infrastructure in an efficient and effective way.
- f) Having particular regard to:
 - i. Providing for rural production activities by minimising adverse effects on significant soils and activities which sustain food production;
 - ii. Minimising competing demands for natural resources;
 - iii. Maintaining high and outstanding natural character in the coastal environment; outstanding natural features, landscapes, and seascapes; and areas of significant indigenous vegetation and significant habitats of indigenous fauna;
 - iv. Maintaining important cultural or historic heritage values;
 - v. Avoiding land with significant risk from natural hazards;
- g) Ensuring efficient use of land;

³⁷ Changed by Environment Court consent order – 28 June 2018

³⁸ Changed by Environment Court consent order – 28 June 2018

- h) Restricting urban growth and development to areas that avoid reverse sensitivity effects unless those effects can be adequately managed;
- i) Requiring the use of low or no emission heating systems where ambient air quality is:
 - i. Below standards for human health; or
 - ii. Vulnerable to degradation given the local climatic and geographical context;
- j) Consolidating existing coastal settlements and coastal urban areas where this will contribute to avoiding or mitigating sprawling or sporadic patterns of settlement and urban growth.

Method 2: Regional, City and District Council Relationships

Method 2.1, Method 2.2

Method 4: City and District Plans

Method 4.1.6, Method 4.1.13, Method 4.2.4, Method 4.2.7, Method 4.2.10

Method 5: Research, Monitoring and Reporting

Method 5.2.3

Method 6: Non RMA Strategies and Plans

Method 6.2

Policy 4.5.2 Integrating infrastructure with land use

Achieve the strategic integration of infrastructure with land use, by undertaking all of the following:

- a) Recognising and providing for the functional needs of infrastructure;
- b) Locating and designing infrastructure to take into account all of the following:
 - i. Actual and reasonably foreseeable land use change;
 - ii. The current population and projected demographic changes;
 - iii. Actual and reasonably foreseeable change in supply of, and demand for, infrastructure services;
 - iv. Natural and physical resource constraints;
 - v. Effects on the values of natural and physical resources;
 - vi. Co-dependence with other infrastructure;
 - vii. The effects of climate change on the long-term viability of that infrastructure;
 - viii. Natural hazard risk.
- c) Coordinating the design and development of infrastructure with land use change in growth and redevelopment planning.

Method 2: Regional, City and District Council Relationships

Method 2.1, Method 2.2

Method 3: Regional Plans

Method 3.1

Method 4: City and District Plans

Method 4.1, Method 4.2.4

Method 6: Non RMA Strategies and Plans

Method 6.3.1

Method 7: Education and Information

Method 7.1.4

Method 9: Advocacy and Facilitation

Method 9.1.2

Policy 4.5.3³⁹ Urban design

Design new urban development with regard to:

- a) A resilient, safe and healthy community;
- b) A built form that relates well to its surrounding environment;
- c) Reducing risk from natural hazards;
- d) Good access and connectivity within and between communities;
- e) A sense of cohesion and recognition of community values;
- f) Recognition and celebration of physical and cultural identity, and the historic heritage values of a place;
- g) Areas where people can live, work and play;
- h) A diverse range of housing, commercial, industrial and service activities;
- i) A diverse range of social and cultural opportunities.

Method 4 City and District Plans

Method 4.1

Policy 4.5.4 Low impact design

Encourage the use of low impact design techniques in subdivision and development to reduce demand on stormwater, water and wastewater infrastructure and reduce potential adverse environmental effects.

Method 4: City and District Plans

Method 4.1

Method 7: Education and Information

Method 7.1.4

Method 9: Advocacy and Facilitation

Method 9.1.2, Method 9.1.5

³⁹ Changed by Environment Court consent order – 28 June 2018

Policy 4.5.5 Warmer buildings

Encourage the design of subdivision and development to reduce the adverse effects of the region's colder climate, and higher demand and costs for energy, including maximising passive solar gain.

Method 4: City and District Plans

Method 4.1

Method 7: Education and Information

Method 7.1.4

Method 9: Advocacy and Facilitation

Method 9.1.2, Method 9.1.5 c.

Policy 4.5.6 Designing for public access

Design and maintain public spaces, including streets and open spaces, to meet the reasonable access and mobility needs of all sectors.

Method 4: City and District Plans

Method 4.1.7

Principal Reasons and Explanation:

Well-designed and integrated urban growth, achieves effective and affordable infrastructure, and improves resilience. The best use of the natural and physical resources will reduce the effects of unanticipated growth.

Well planned urban growth and development can achieve multiple benefits, including economic, social and environmental benefits. Concentrating activities in urban areas creates economies of scale for the development and maintenance of infrastructure and supports community facilities such as health care and educational facilities. This can also reduce pressure on the surrounding productive and natural environment.

Urban areas that are well designed will improve quality of life, resilience and create more attractive opportunities for business investment.

The quality of the urban environment can affect quality of life and community viability. Built environments that relate well to their surroundings, have easy connectivity access to key services and reflect the distinctive character of their locality make a positive contribution to the community. Poor quality or badly co-ordinated development presents social, environmental, and economic risks.

Integrating the natural environment into urban areas has been shown to achieve multiple benefits. Urban design choices can allow natural processes to continue through and around everyday activities with minimal adverse impact to either.

Objective 4.6 Hazardous substances, contaminated land and waste materials do not harm human health or the quality of the environment in Otago

Issue:

Waste materials, hazardous substances and contaminated land may adversely affect the environment and community health and safety.

Policy 4.6.1 Hazardous substances

Promote an integrated approach to the management of hazardous substances in Otago.

Method 6: Non RMA Strategies and Plans
Method 6.9

Method 7: Education and Information
Method 7.1.6

Method 9: Advocacy and Facilitation
Method 9.1.2, Method 9.1.4

Policy 4.6.2⁴⁰ Use, storage and disposal of hazardous substances

Manage the use, storage and disposal of hazardous substances, by all of the following:

- a) Providing secure containment for the storage of hazardous substances;
- b) Minimising risk associated with natural hazard events;
- c) Ensuring the health and safety of people;
- d) Avoiding, remedying or mitigating adverse effects on the environment;
- e) Providing for the development of facilities to safely store, transfer, process, handle and dispose of hazardous substances;
- f) Ensuring hazardous substances are treated or disposed of in accordance with the relevant regulatory requirements;
- g) Restricting the location and intensification of activities that may result in reverse sensitivity effects near authorised facilities for hazardous substance bulk storage, treatment or disposal;
- h) Encouraging the use of best management practices.

Method 2: Regional, City and District Council Relationships
Method 2.1, Method 2.2

Method 3: Regional Plans

⁴⁰ Changed by Environment Court consent order – 28 June 2018

Method 3.1

Method 4: City and District Plans
Method 4.1.9

Method 6: Non RMA Strategies and Plans
Method 6.9

Method 7: Education and Information
Method 7.1.6

Method 9: Advocacy and Facilitation
Method 9.1.2, Method 9.1.4

Policy 4.6.3 Hazardous substance collection, disposal and recycling

Promote and facilitate the establishment of hazardous substance collection, disposal and recycling services across the region.

Method 9: Advocacy and Facilitation
Method 9.1.2

Policy 4.6.4 Identifying contaminated land

Identify sites of known or potentially contaminated land in Otago.

Method 5: Research, Monitoring and Reporting
Method 5.2.1 e, Method 5.2.1 k.

Method 7: Education and Information
Method 7.1.3 b.

Policy 4.6.5⁴¹ Managing contaminated land

Ensure contaminated or potentially contaminated land does not pose an unacceptable risk to people and the environment, by:

- a) Assessing and, if required, monitoring contaminant levels and environmental risks;
- b) Protecting human health in accordance with regulatory requirements;
- c) Minimising adverse effects of the contaminants on the environment.

Method 2: Regional, City and District Council Relationships
Method 2.1, Method 2.2

⁴¹ Changed by Environment Court consent order – 28 June 2018

Method 3: Regional Plans

Method 3.1.11

Method 4: City and District Plans

Method 4.2.6

Policy 4.6.6 Waste management

Promote an integrated approach to the management of the use, storage and disposal of waste materials.

Method 6: Non RMA Strategies and Plans

Method 6.9

Method 9: Advocacy and Facilitation

Method 9.1.2 c.

Policy 4.6.7⁴² Waste minimisation responses

Encourage activities to give effect to the waste minimisation hierarchy of responses, by:

- a) Giving preference to reducing waste generated; then
- b) Reusing waste; then
- c) Recycling waste; then
- d) Recovering resources from waste; then
- e) Treatment; then
- f) Disposing residual waste to a disposal facility.

Method 6: Non RMA Strategies and Plans

Method 6.8

Method 9: Advocacy and Facilitation

Method 9.1.2 c.

Policy 4.6.8⁴³ Waste storage, recycling, recovery, treatment and disposal

Manage the storage, recycling, recovery, treatment and disposal of waste materials by undertaking all of the following:

- a) Providing for the development of facilities and services for the storage, recycling, recovery, treatment and disposal of waste materials;
- b) Ensuring the health and safety of people;

⁴² Changed by Environment Court consent order – 28 June 2018

⁴³ Changed by Environment Court consent order – 28 June 2018

- c) Minimising adverse effects on the environment;
- d) Minimising risk associated with natural hazard events;
- e) Restricting the location of activities that may result in reverse sensitivity effects near waste management facilities and services.

Method 2: Regional, City and District Council Relationships

Method 2.1, Method 2.2

Method 3: Regional Plans

Method 3.1.12

Method 4: City and District Plans

Method 4.1.10

Method 5: Research, Monitoring and Reporting

Method 5.2.1 f.

Method 6: Non RMA Strategies and Plans

Method 6.8, Method 6.9

Method 7: Education and Information

Method 7.1.5

Method 9: Advocacy and Facilitation

Method 9.1.5

Policy 4.6.9⁴⁴ New Contaminated land

Avoid the creation of new contaminated land or, where this is not practicable, minimise adverse effects on the environment.

Method 3: Regional Plans

Method 3.1

Method 4: City and District Plans

Method 4.1

Principal Reasons and Explanation:

Resources need to be carefully used to minimise the material disposed of as waste.

Waste materials and hazardous substances need to be carefully managed to avoid creating

⁴⁴ Changed by Environment Court consent order – 28 June 2018

environmental problems or adversely affecting human health.

Hazardous substances can be dangerous when not managed appropriately but are essential components of some activities. Hazardous substances and their waste should also be managed to avoid creating environmental problems or adversely affecting human health, in accordance with regulatory requirements.

PART B Chapter 5 People are able to use and enjoy Otago's natural and built environment

The use of natural and physical resources underpins community, cultural, and economic wellbeing. Due to the importance of natural resources to wellbeing and the dynamic and interconnected nature of the environment, the sustainable management of resources requires consideration of the adverse effects of resource use on the environment and on other resource users.

This fifth chapter builds on the previous ones by enabling the use of the natural and physical environment for enjoyment and making a living, while ensuring that resources are sustainably managed for conflicting or incompatible uses.

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Objective 5.1 Public access to areas of value to the community is maintained or enhanced

Issue:

Public access to areas of value to the community is sometimes limited or inappropriate.

Policy 5.1.1⁴⁵ Public access

Maintain or enhance public access to the natural environment, including to the coast, lakes, rivers and their margins, and where possible areas of cultural or historic significance, unless restricting access is necessary for one or more of the following:

- a) Protecting public health and safety;
- b) Protecting the natural heritage and ecosystem values of sensitive natural areas or habitats;
- c) Protecting identified sites and values associated with historic heritage or cultural significance to Kāi Tahu;
- d) Ensuring a level of security consistent with the operational requirements of a lawfully established activity.

Method 1: Kāi Tahu Relationships
Method 1.2

Method 2: Regional, City and District Council Relationships
Method 2.1, Method 2.2

Method 3: Regional Plans
Method 3.1

Method 4: City and District Plans
Method 4.1.14, Method 4.2.9

Method 8: Funding
Method 8.1.1

Method 9: Advocacy and Facilitation
Method 9.2.2 e, 9.2.8 b.

Principal Reasons and Explanation:

Access to the natural environment and areas of cultural and historic significance is highly valued by residents and visitors.

⁴⁵ Changed by Environment Court consent order – 28 June 2018

The opportunities subdivision and development create to improve access to the natural environment or to limit access to more sensitive places should be utilised.

The ability to access the natural environment and areas of cultural and historic significance is highly valued by the community and contributes significantly to the tourism economy. The RMA identifies the maintenance or enhancement of public access to and along the coastal marine area, lakes, and rivers as a matter of national importance.

Improving access to the natural environment or sites of cultural and historic significance can contribute to recreational, cultural, spiritual and economic wellbeing and should be maintained or enhanced unless it would be detrimental to the protection of the values of these areas, or the health and safety of the community.

Objective 5.2 Historic heritage resources are recognised and contribute to the region's character and sense of identity

Issue:

Subdivision, use, and development may risk damage to Otago's rich historic heritage.

Policy 5.2.1 Recognising historic heritage

Recognise all the following elements as characteristic or important to Otago's historic heritage:

- a) Residential and commercial buildings;
- b) Māori cultural and historic heritage values;
- c) 19th and early 20th century pastoral sites;
- d) Early surveying, communications and transport, including roads, bridges and routes;
- e) Early industrial historic heritage, including mills and brickworks;
- f) Gold and other mining systems and settlements;
- g) Dredge and ship wrecks;
- h) Coastal historic heritage, particularly Kāi Tahu occupation sites and those associated with early European activity such as whaling;
- i) Memorials;
- j) Trees and vegetation.

Method 3: **Regional Plans**
Method 3.1

Method 4: **City and District Plans**
Method 4.1

Policy 5.2.2 Identifying historic heritage

Identify historic heritage places and areas of regional or national significance, using the attributes in Schedule 5.

Method 3: **Regional Plans**
Method 3.1.10

Method 4: **City and District Plans**
Method 4.1.11

Method 5: **Research, Monitoring and Reporting**
Method 5.1.4

Method 9: **Advocacy and Facilitation**
Method 9.1.3 e.

Policy 5.2.3 Managing historic heritage

Protect and enhance places and areas of historic heritage, by all of the following:

- a) Recognising that some places or areas are known or may contain archaeological sites, wāhi tapu or wāhi taoka which could be of significant historic or cultural value;
- b) Applying these provisions immediately upon discovery of such previously unidentified archaeological sites or areas, wāhi tapu or wāhi taoka;
- c) Avoiding adverse effects on those values that contribute to the area or place being of regional or national significance;
- d) Minimising significant adverse effects on other values of areas and places of historic heritage;
- e) Remedying when adverse effects on other values cannot be avoided;
- f) Mitigating when adverse effects on other values cannot be avoided or remedied;
- g) Encouraging the integration of historic heritage values into new activities;
- h) Enabling adaptive reuse or upgrade of historic heritage places and areas where historic heritage values can be maintained.

Method 1: Kāi Tahu Relationships

Method 1.2

Method 2: Regional, City and District Council Relationships

Method 2.1, Method 2.2

Method 3: Regional Plans

Method 3.1.10

Method 4: City and District Plans

Method 4.1.11, Method 4.2.3, Method 4.2.5

Method 8: Funding

Method 8.1.1

Method 9: Advocacy and Facilitation

Method 9.1.5 b

Principal Reasons and Explanation:

In the RMA, protection of historic heritage from inappropriate activities is a matter of national importance.

Otago is a region rich in historic heritage which includes historic heritage places and areas that are recognised as nationally, regionally and locally important. Historic heritage resources make significant contributions to the regional identity and tourism economy.

The use of common criteria identifying historic heritage provides a more efficient and consistent approach across the region, while allowing local variation.

Objective 5.3 Sufficient land is managed and protected for economic production

Policy 5.3.1⁴⁶ Rural activities

Manage activities in rural areas, to support the region's economy and communities, by:

- a) Enabling primary production and other rural activities that support that production;
- b) Providing for mineral exploration, extraction and processing;
- c) Minimising the loss of significant soils;
- d) Restricting the establishment of incompatible activities in rural areas that are likely to lead to reverse sensitivity effects;
- e) Minimising the subdivision of productive rural land into smaller lots that may result in a loss of its productive capacity or productive efficiency;
- f) Providing for other activities that have a functional need to locate in rural areas.

Method 4: City and District Plans
Method 4.1.6, Method 4.2.4

Method 5: Research, Monitoring and Reporting
Method 5.1.3 c, Method 5.2.1 d

Method 7: Education and Information
Method 7.1.2 f

Policy 5.3.2 Distribution of commercial activities

Manage the distribution of commercial activities by:

- a) Enabling a wide variety of commercial, social and cultural activities in central business districts, and town and commercial centres;
- b) Enabling smaller commercial centres to service local community needs;
- c) Restricting commercial activities outside of a) and b) when such activities are likely to undermine the vibrancy and viability of those centres;
- d) Encouraging the adaptive reuse of existing buildings.

Method 4: City and District Plans
Method 4.1

Method 9: Advocacy and Facilitation
Method 9.1.5

⁴⁶ Changed by Environment Court consent order – 5 September 2018

Policy 5.3.3 Industrial land

Manage the finite nature of land suitable and available for industrial activities, by all of the following:

- a) Providing specific areas to accommodate the effects of industrial activities;
- b) Providing a range of land suitable for different industrial activities, including land-extensive activities;
- c) Restricting the establishment of activities in industrial areas that are likely to result in:
 - i. Reverse sensitivity effects; or
 - ii. Inefficient use of industrial land or infrastructure.

Method 4: City and District Plans
Method 4.1

Policy 5.3.5⁴⁷ Tourism and outdoor recreation

Recognise the social and economic value of some forms of outdoor recreation and tourism having access to, and being located within, outstanding natural features and landscapes.

Method 3: Regional Plans
Method 3.1

Method 4: City and District Plans
Method 4.1

Principal Reasons and Explanation:

Some degree of spatial separation of incompatible activities and control over land use change is needed to ensure efficient use of land and continuing economic viability.

The use of land for productive activity underpins the economy of the region. Opportunities for economic growth and development need to be provided for by recognising and managing the effects of activities. Managing the efficient use of land may also require the management of other land use activities where significant historical investment or future productive potential may be adversely affected by competing or conflicting activities.

⁴⁷ Changed by Environment Court consent order – 28 June 2018

Objective 5.4 Adverse effects of using and enjoying Otago's natural and physical resources are minimised

Issue:

Resource use can create adverse effects on other resources, their values and for other resource users and the wider community.

Ecosystems, significant areas of biological diversity and outstanding landscapes are under pressure from the direct effects of human activities, as well as indirect effects, including the spread of multiple pest species.

Policy 5.4.1⁴⁸ Offensive or objectionable discharges

Manage offensive or objectionable discharges to land, water and air by:

- a) Avoiding significant adverse effects of those discharges;
- b) Avoiding significant adverse effects of discharges of human or animal waste directly, or in close proximity, to water or mahika kai sites;
- c) Avoiding, remedying or mitigating other adverse effects of those discharges.

Method 3: Regional Plans
Method 3.1

Method 4: City and District Plans
Method 4.1.5

Method 7: Education and Information
Method 7.1.2

Policy 5.4.2 Adaptive management approach

Apply an adaptive management approach, to avoid, remedy or mitigate actual and potential adverse effects that might arise and that can be remedied before they become irreversible, by both:

- a) Setting appropriate indicators for effective monitoring of those adverse effects; and
- b) Setting thresholds to trigger remedial action before the effects result in irreversible damage.

Method 3: Regional Plans
Method 3.1

Method 4: City and District Plans
Method 4.1

⁴⁸ Changed by Environment Court consent order – 6 July 2018

Policy 5.4.3⁴⁹ Precautionary approach to adverse effects

Apply a precautionary approach to activities where adverse effects may be uncertain, not able to be determined, or poorly understood but are potentially significant or irreversible.

Method 3: Regional Plans
Method 3.1

Method 4: City and District Plans
Method 4.1

Policy 5.4.4 Emission standards

Apply emission standards within airsheds, to achieve ambient air quality that supports good human health.

Method 3: Regional Plans
Method 3.1.9

Method 5: Research, Monitoring and Reporting
Method 5.1.3 a

Method 6: Non RMA Strategies and Plans
Method 6.2

Policy 5.4.5⁵⁰ Pest plants and animals

Control the adverse effects of pest species, prevent their introduction, reduce their spread and enable the removal and destruction of material for biosecurity purposes, to safeguard all of the following:

- a) The viability of indigenous species and habitats for indigenous species;
- b) Ecosystem services that support economic activities;
- c) Water quality and water quantity;
- d) Soil quality;
- e) Human and animal health;
- f) Recreation values;
- g) Landscapes, seascapes and natural character;
- h) Primary production.

Method 2: Regional, City and District Council Relationships
Method 2.1, Method 2.2

⁴⁹ Changed by Environment Court consent order – 6 July 2018

⁵⁰ Changed by Environment Court consent order – 6 July 2018

Method 3:	Regional Plans Method 3.1
Method 4:	City and District Plans Method 4.1
Method 6:	Non RMA Strategies and Plans Method 6.5, Method 6.6
Method 7:	Education and Information Method 7.1.1 e
Method 8:	Funding Method 8.1
Method 9:	Advocacy and Facilitation Method 9.2.6

Policy 5.4.7 Offsetting for air quality

Provide for the offsetting of adverse effects of discharges to air on ambient air quality, only when all of the following are met:

- a) The ambient air quality of the relevant airshed breaches air quality standards for human health;
- b) Offsetting will reduce the cumulative effect of discharges to air in the relevant airshed by the same, or greater amount, than the proposed discharge;
- c) Offsetting improves access to reliable and affordable domestic heating in the relevant airshed.

Method 3:	Regional Plans Method 3.1
Method 6:	Non RMA Strategies and Plans Method 6.2

Policy 5.4.9⁵¹ Activities in the Coastal Marine Area

In the coastal marine area minimise adverse effects from activities by all of the following:

- a) Avoiding activities that do not have a functional need to locate in the coastal marine area;
- b) When an activity has a functional need to locate in the coastal marine area, giving preference to avoiding its location in:

⁵¹ Changed by Environment Court consent order – 6 July 2018

- i. Areas of significant indigenous vegetation and significant habitats of indigenous fauna;
- ii. Outstanding natural features, landscapes and seascapes;
- iii. Areas of outstanding natural character;
- iv. Places or areas containing historic heritage of regional or national significance;
- v. Areas subject to significant natural hazard risk;
- c) Where it is not practicable to avoid locating in the areas listed in b) above, because of the functional needs of that activity:
 - i. Avoid adverse effects on the values that contribute to the significant or outstanding nature of b)i.-iii;
 - ii. Avoid significant adverse effects on natural character in all other areas of the coastal environment;
 - iii. Avoid, remedy or mitigate adverse effects on values as necessary to preserve historic heritage of regional or national significance;
 - iv. Minimise any increase in natural hazard risk through mitigation measures;
 - v. Avoiding, remedying, or mitigating adverse effects on other values;
- d) Providing for the efficient use of space by requiring structures be made available for public or multiple use wherever reasonable and practicable;
- e) Applying a precautionary approach to assessing the effects of the activity, where there is scientific uncertainty, and potentially significant or irreversible adverse effects;

Method 3: Regional Plans
Method 3.1

Policy 5.4.10 Managing land use change in dry catchments

Manage land use change in dry catchments, to avoid any significant reduction in water yield, by:

- a) Controlling any extension of forestry activities within those catchments that would result in a significant reduction in water yield, including cumulative reductions; and
- b) Minimising the conversion of tall tussock grasslands to species which are less able to capture and hold precipitation.

Method 2: Regional, City and District Council Relationships
Method 2.1, Method 2.2

Method 3: Regional Plans
Method 3.1.16

Method 5: Research, Monitoring and Reporting
Method 5.1.3 b

Principal Reasons and Explanation:

Any use of natural or physical resources has the potential to generate adverse effects. Resource use significantly contributes to the economic and wider wellbeing of communities. It is important to manage activities to avoid, remedy or mitigate individual or cumulative adverse effects on the quality of the natural environment. This requires the proactive management of natural resources,

and can only be achieved through the integrated management of natural resources, and by giving due consideration to both managing adverse effects and maintaining and enhancing environmental values. Resource use can also have adverse effects on other uses or prevent the normal operation of existing uses.

Resource management decisions often involve balancing values or uses. Section 3.2 of this document identifies resources which are so significant that adverse effects on their values should be avoided. Some activities, such as mineral extraction or infrastructure development, may have to locate in areas with significant values. To provide for those activities, it is important to outline how their adverse effects should be managed.

APPENDIX 7 - RM181451 PLANS

NORTHLAKE

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Applicant's Pre-Circulated Evidence 131

D1 ACTIVITY AREA OUTLINE DEVELOPMENT

19 FEBRUARY 2019



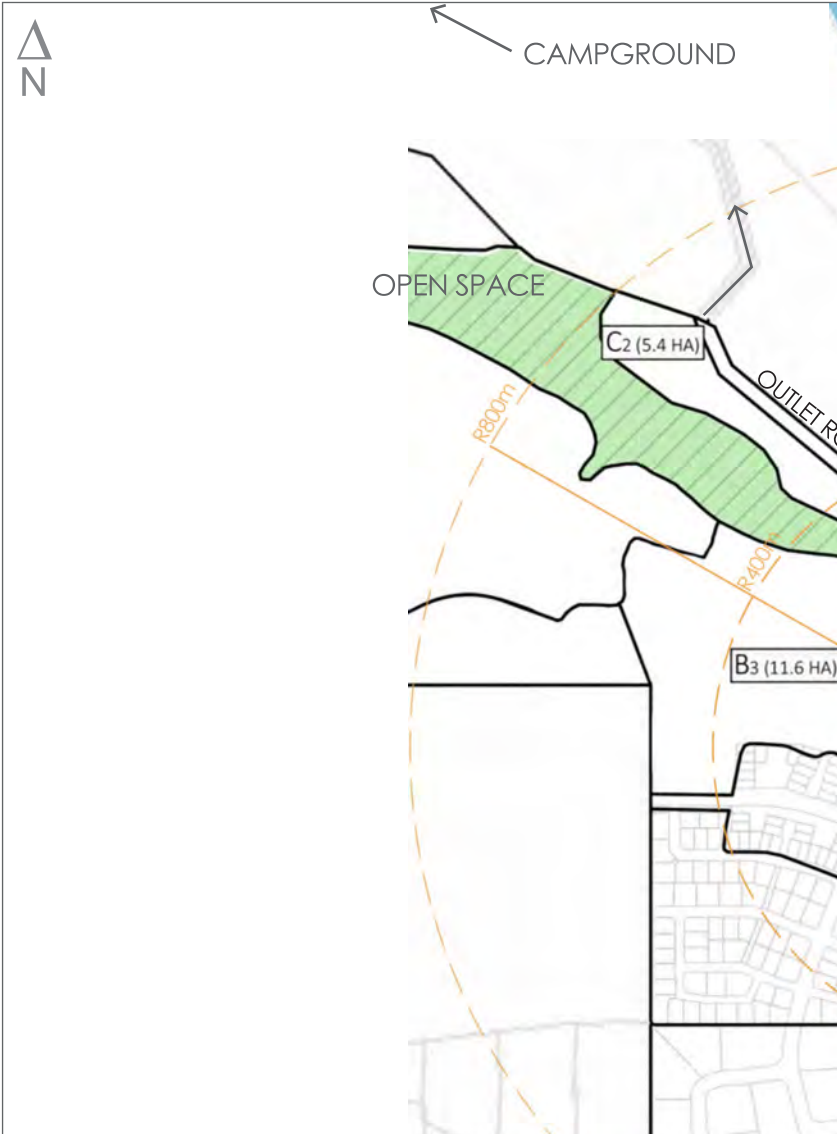
NORTHLAKE

D1 ACTIVITY AREA SITE LOCATION

LOCATION

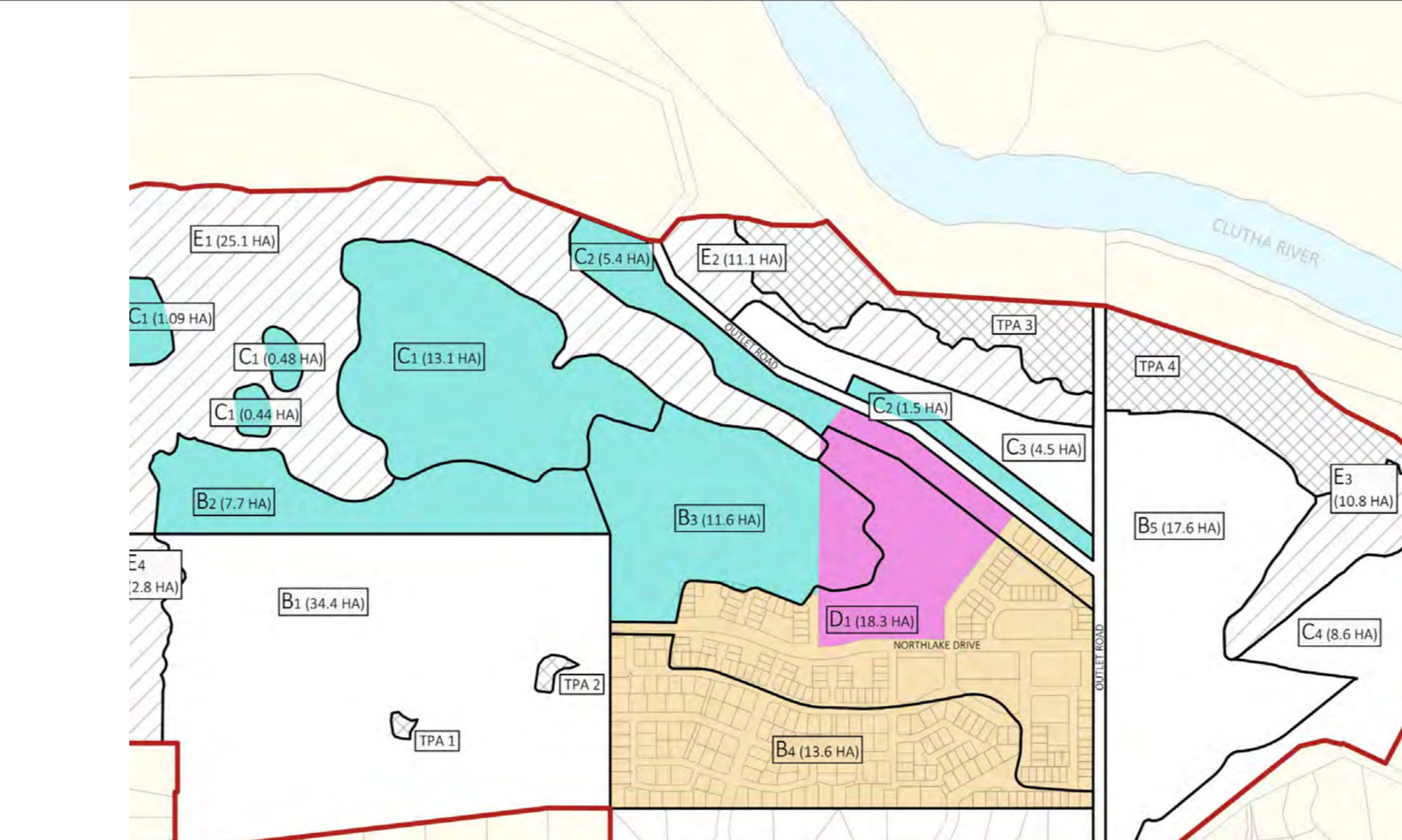


NORTHLAKE FIRST STAGES - STRUCTURE



NORTHLAKE

D1 ACTIVITY AREA STAGING PLAN



NORTHLAKE

D1 ACTIVITY AREA MASTERPLAN



LEGEND

-  ODP Area
-  6.5m wide l



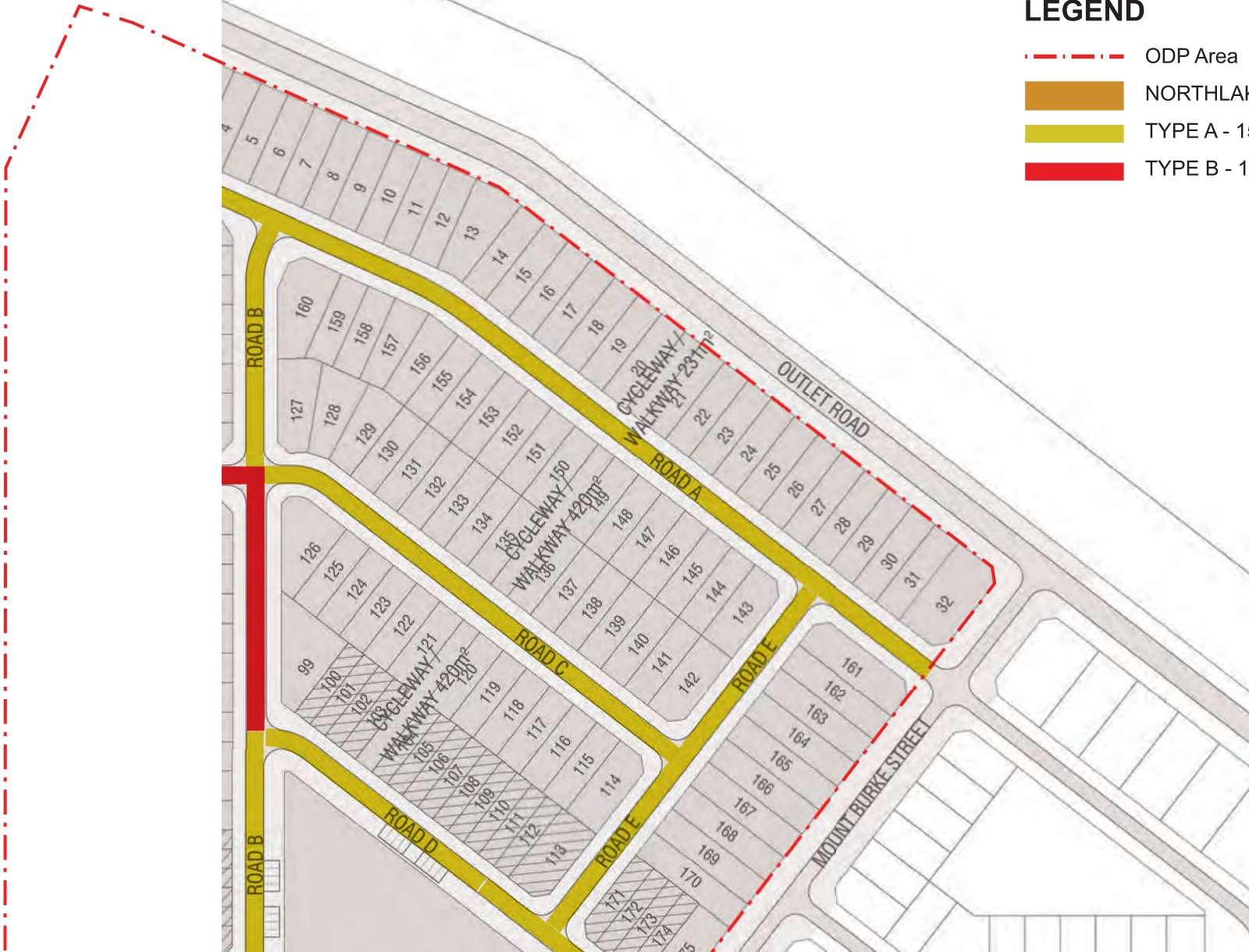
NORTHLAKE

D1 ACTIVITY AREA ROAD HIERARCHY



LEGEND

-  ODP Area
-  NORTHLAKE
-  TYPE A - 1
-  TYPE B - 1



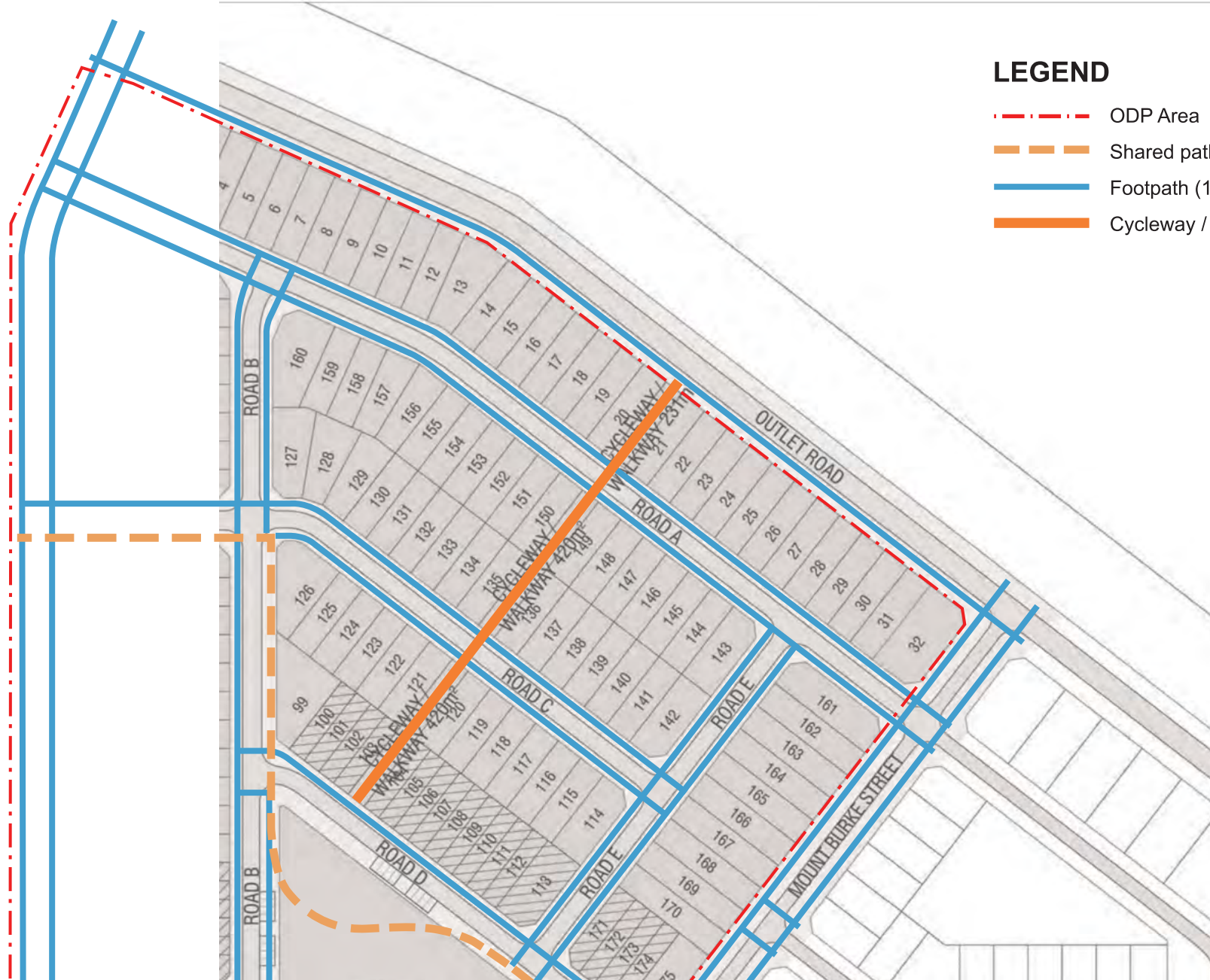
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D1 ACTIVITY AREA

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Applicant's Pre-Circulated Evidence 136

PEDESTRIAN & CYCLE CONNECTIONS



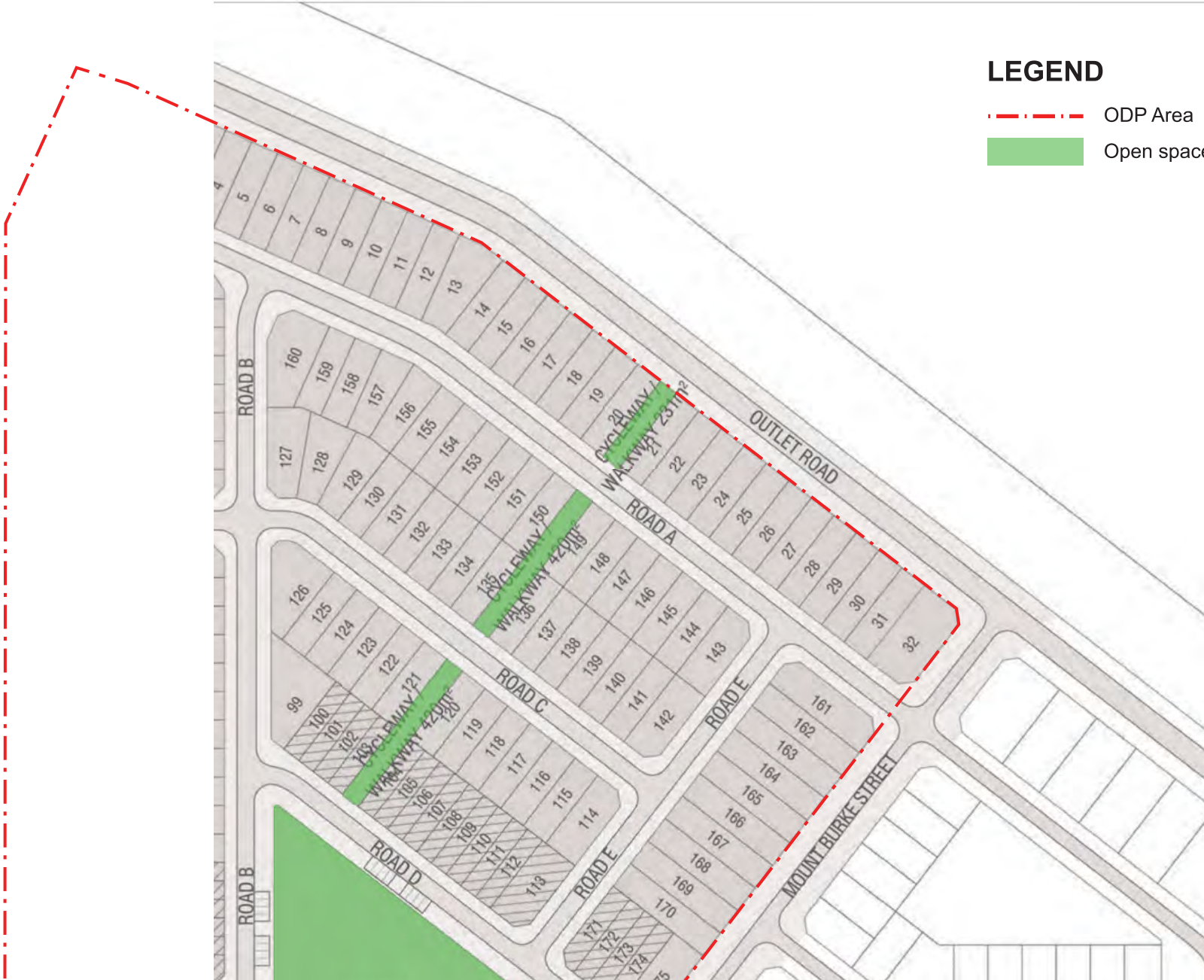
NORTHLAKE

D1 ACTIVITY AREA OPEN SPACE



LEGEND

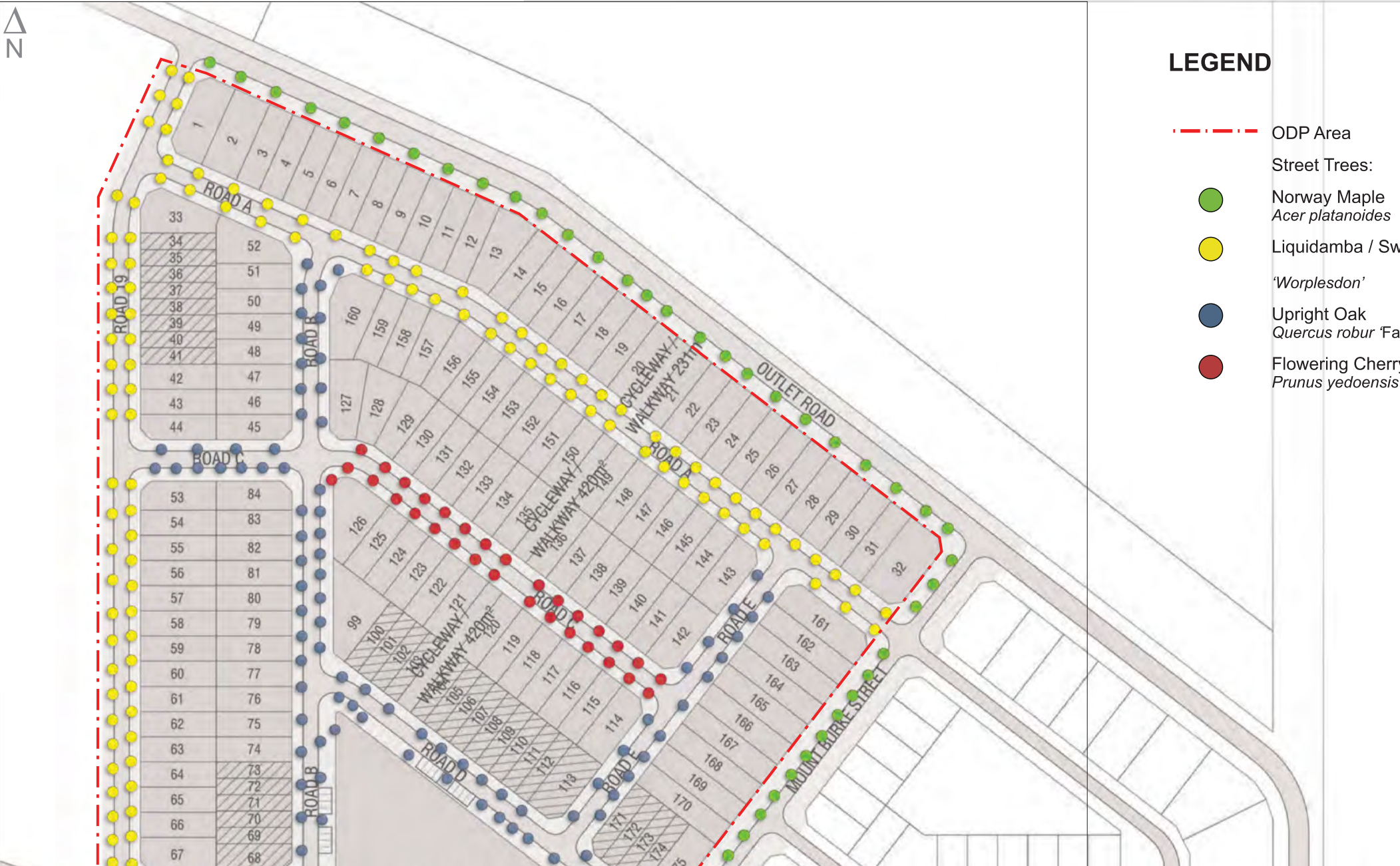
-  ODP Area
-  Open space



NORTHLAKE

D1 ACTIVITY AREA

INDICATIVE STREET TREE PLANTING



NORTHLAKE

INDICATIVE ROAD SECTIONS TYPE A

15.0m ROAD RESERVE

Private lot

Boundary

Berm

Utilities
under
Footpath

Berm with
Irrigation

Carriageway

Berm with
Irrigation

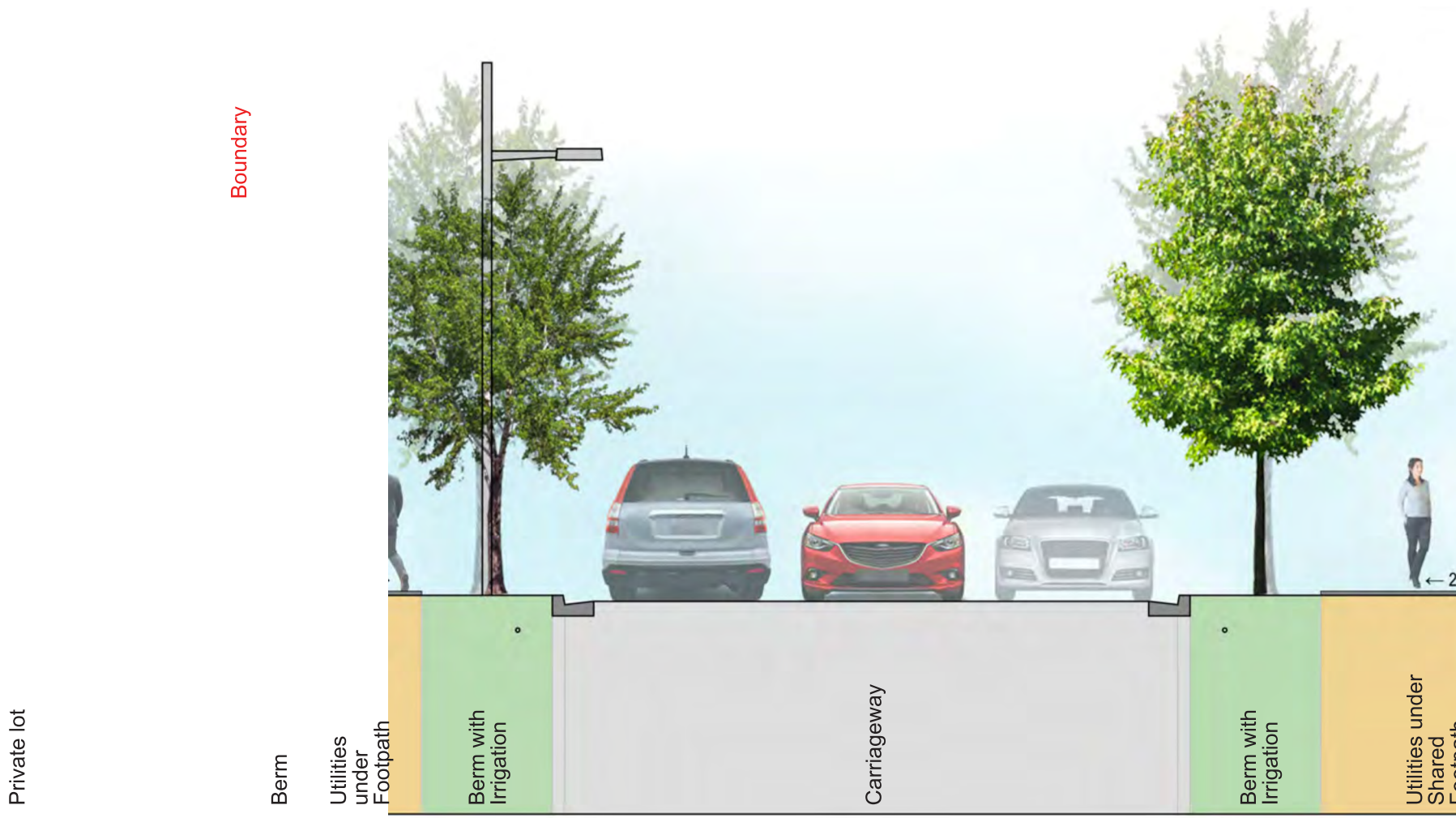
Utilities
under
Footpath



NORTHLAKE

INDICATIVE ROAD SECTIONS TYPE B

16.5m ROAD RESERVE & SHARED PATH



INDICATIVE RESERVE CYCLEWAY / WALKWAY SECTION

7.0m RESERVE WIDTH

