

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.