

landmark and point of interest. Therefore, the size of this space should relate to ensuring the legibility of this feature.

4: STREET AND STATE HIGHWAY TREATMENT

- 4.1 The urban design analysis provided with the application has indicative cross sections to illustrate the intent of the street environment, which are considered to successfully illustrate how the street network as proposed can positively contribute to the public domain and identity of the development. The proposed roading hierarchy will ensure a legible network of streets that will be reflective of their context.
- 4.2 Provided reference is made to the urban design framework and indicative cross sections to ensure the design intent is followed through in the development of the zone it is not considered any additional provision is necessary for the specific treatment of the street network. Provision of additional requirements also has the potential to degrade the hierarchy and logical development of the network as a series of street environments.
- 4.3 Submissions raise specific concern with reverse sensitivity to the State Highway and recommend additional setback or provision for sound attenuation for new buildings to reduce adverse effects on the operation of the highway.
- 4.4 It is considered important to consider the context of this environment where a new roundabout on the State Highway will present a signal to people entering Wanaka. The roundabout will represent a 'gateway' element from which point people will begin to enter Wanaka. Therefore, it is considered appropriate that built form provides a presence to the highway from this point to strengthen this gateway and entry experience.
- 4.5 Providing for an 80m setback as suggested in submissions would push development significantly further away from the highway creating a large area of land that would need to be landscaped to ensure an appropriate treatment contributes positively to the entry experience. Given the urban nature of this environment and the fact that the roundabout will signal a change, retaining a limited setback as promoted in the plan change (and therefore adopting other means to address reverse sensitivity issues) would ensure the development can positively contribute to the entry experience into Wanaka. This more 'urban' response is considered appropriate given the roundabout will have signalled a transition from the rural highway context to a slower more urban context as people begin to enter Wanaka.

APPENDIX F
REVISED PLAN CHANGE PROVISIONS



Resource Management Act 1991

Queenstown Lakes District Council

**Proposed Plan Change 4
North Three Parks**

4

Plan Change to amend:

(A) Planning Maps by adding:

- I. An additional area of land (North Three Parks) to be zoned as the Three Parks Zone on planning map 21.

(B) Section 12 (Special Zones) by adding:

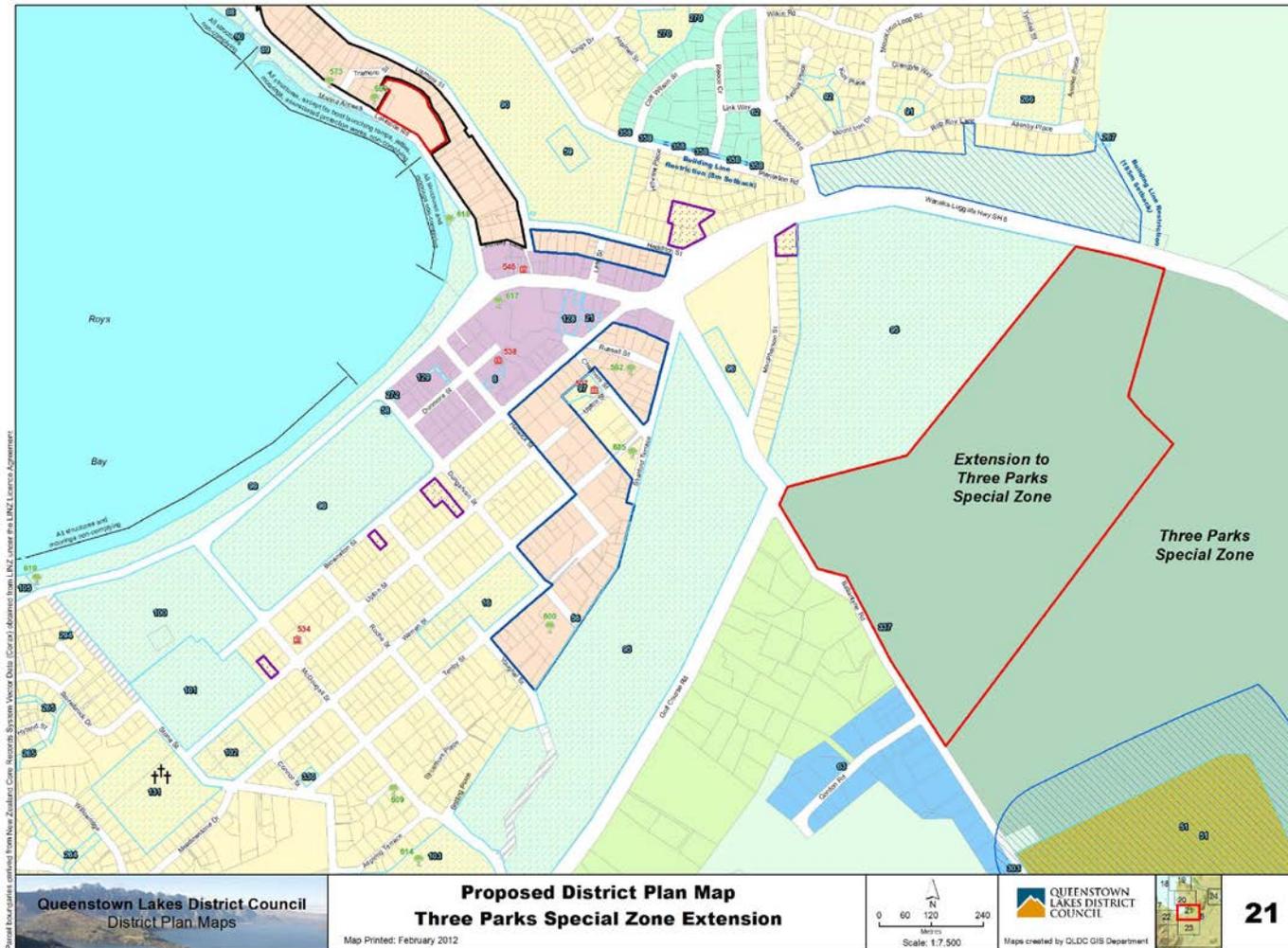
- I. An additional policy under Objective 2 to ensure a connection from the Three Parks commercial core to the hillock park and the linear park, adjacent to the golf course, through the creation of a green boulevard.
- II. An additional area of land (North Three Parks) to the Three Parks Zone by adding this area of land to Section 12.25.3 Three Parks Structure Plan, Indicative Staging Plan and Open Space Plan.
- III. A rule to require medium density residential development to setback from the boundary of the linear park, along the golf course in North Three Parks. This will ensure the principles in the Urban Design Framework are implemented.
- IV. A rule to require residential activities in medium density residential subzone within 80/40 metres of the boundary of the seal edge of State Highway 84. This will ensure that residential activities are not adversely affected by traffic noise from the highway in the future.
- V. A new assessment matter for Outline Development Plans and Comprehensive Development Plans in the Residential and Business sub zones that refers to the Urban Design Framework for North Three Parks.
- VI. A new assessment matter to the existing assessment criteria for Outline Development Plans and Comprehensive Development Plans in the Residential and Business sub zones that outlines when collector roads can move up to 50m from their location on the Structure Plan. This assessment matter is specific to the North Three Parks area and relates to adequate sight lines for intersection safety.
- VII. A new assessment criterion for Outline Development Plans and Comprehensive Development Plans in the Residential and Business sub zones for the North Three Parks area that ensures that the intersection between the collector road and Ballantyne Road has adequate sight lines and is safe.
- VIII. Another diagram showing another option for an acceptable relationship between residential land use and open space where medium density residential abuts the linear park along the golf course as shown in the North Three Parks Urban Design Framework.
- IX. An additional assessment matter for the North Three Parks area for residential development in the medium density residential subzone to ensure that the development has a positive relationship with adjoining open space.
- X. An additional assessment matter for non-compliance with the internal set back performance standards in the North Three Parks area adjacent to the linear park. This will ensure that development has adequate private outdoor living space and protects privacy whilst maximising passive surveillance of adjoining open space.

(C) Section D – Definitions by adding:

- I. A definition of the North Three Parks area

1. Add to planning map 21

Zone an additional area of land (North Three Parks) as the Three Parks Zone.

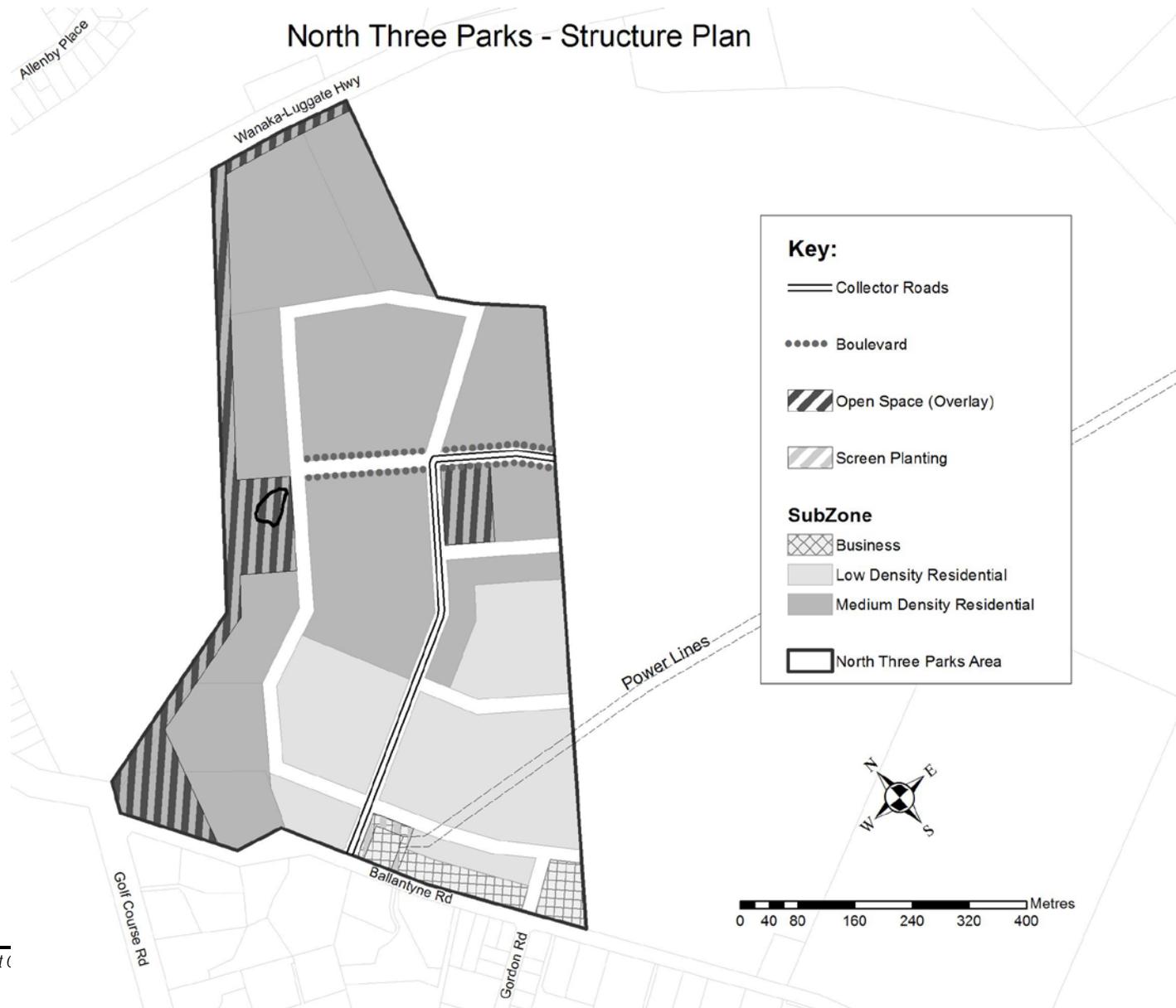


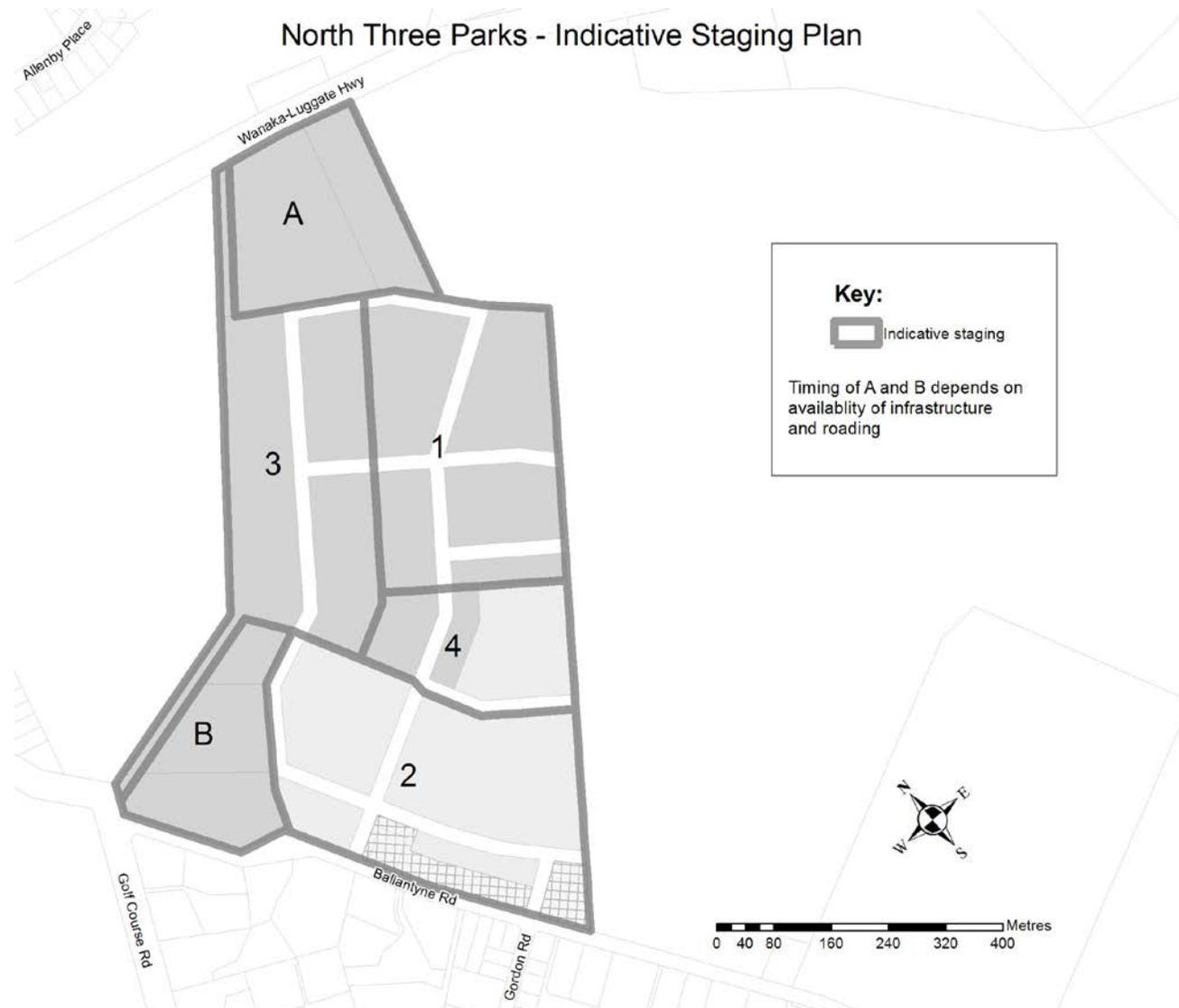
2. Add to Section 12.25 The Three Parks Special Zone

- (a) An additional policy under Objective 2 to ensure a connection from the Three Parks commercial core to the hillock park and the linear park, adjacent to the golf course, through the creation of a green boulevard as follows:

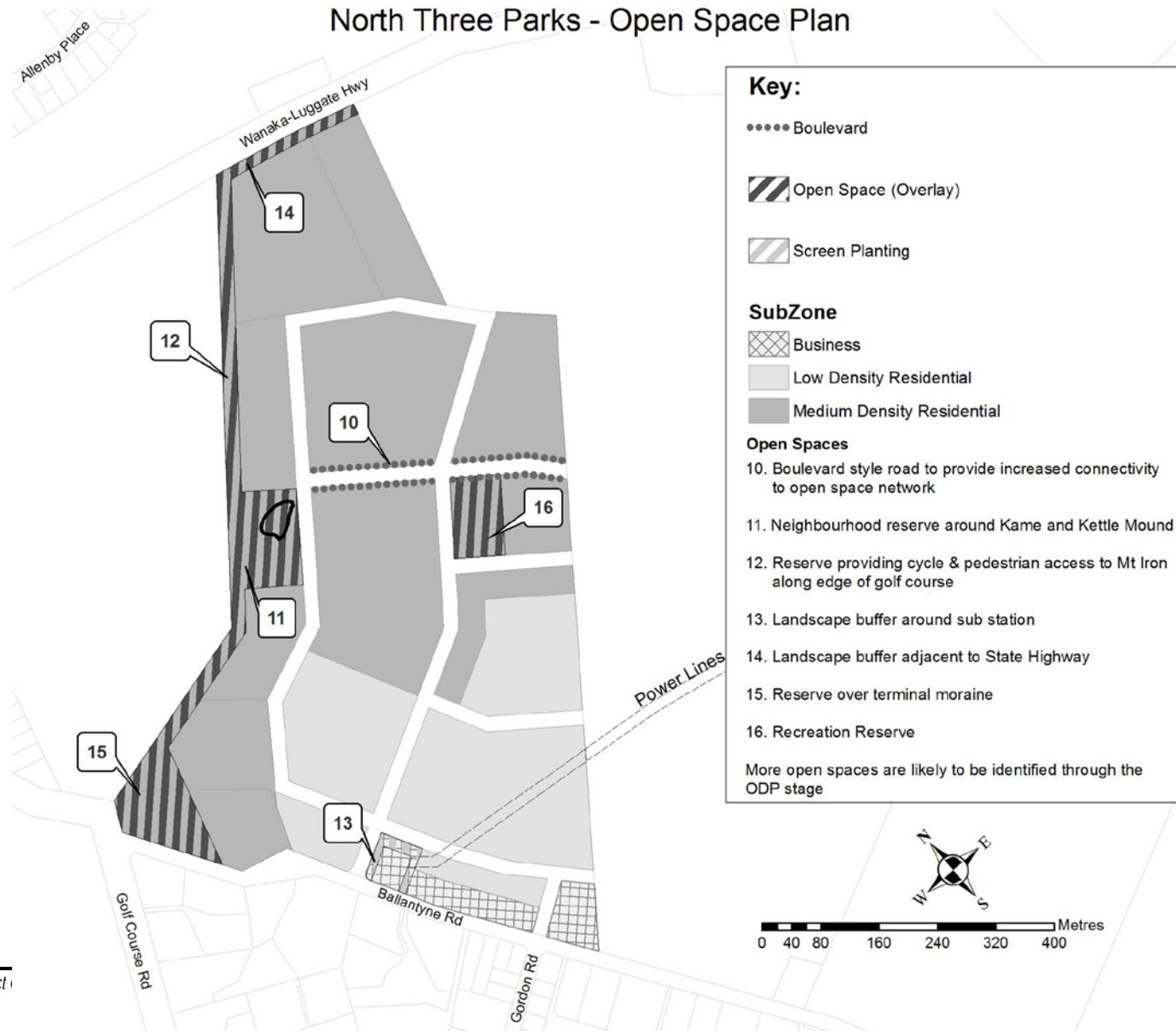
2.7 To ensure a connection from the Three Parks commercial core to the kame and kettle mound and the linear park, adjacent to the golf course, through the creation of a green boulevard.

- (b) An additional area of land (North Three Parks) to the Three Parks Zone by adding this area of land to Section 12.25.3 Three Parks Structure Plan, Indicative Staging Plan and Open Space Plan as follows:





North Three Parks - Open Space Plan



- (c) A rule to require medium density residential development to setback from the boundary of the linear park, along the golf course in North Three Parks to ensure the principles in the Urban Design Framework are implemented as follows:

Ref	Standard – Three Parks Low Density Residential, Medium Density Residential and Medium Density Residential (mixed use) Subzones	Resource consent status if standard not met – All residential subzones , including deferred mixed use		
		LDR	MDR	Deferred MDR (mixed use)
<u>5</u>	<u>v Buildings on properties abutting the linear reserve along the golf course in North Three Parks shall be set back a minimum of 10m from the internal boundary abutting with the linear reserve. (See diagram titled Indicative layout for residential land use abutting the linear park by the golf course in the North Three Parks area on page 12-207).</u>	<u>N/A</u>	<u>RDIS</u>	<u>N/A</u>

- (d) A rule to require residential activities in medium density residential subzone within 80/40 metres (dependant on advice from NZTA at the hearing) of the boundary of the seal edge of State Highway 84 to ensure that residential activities are not adversely affected by traffic noise from the highway in the future as follows:

Ref	Standard – Three Parks Low Density Residential, Medium Density Residential and Medium Density Residential (mixed use) Subzones	Resource consent status if standard not met – All residential subzones , including deferred mixed use		
		LDR	MDR	Deferred MDR (mixed use)
<u>22</u>	<u>Noise –residential activities in the MDR subzone within 40 /80 metres of State Highway 84</u> <u>Buildings for residential activities and visitor accommodation within 80/40 metres (dependant on advice from NZTA at the hearing) of the seal edge of State Highway 84 shall be designed and constructed to ensure that noise from traffic on State Highway 84 will not exceed 35dBA Leq(24hr) in bedrooms and 40dBA Leq(24hr) for other habitable rooms in accordance with the Australian and New Zealand Standards AS/NZ2107:2000 Acoustics-recommended design sound levels and reverberation times for building interiors.</u>	<u>N/A</u>	<u>N-C</u>	<u>N/A</u>

- (e) A new assessment matter for Outline Development Plans and Comprehensive Development Plans in the Residential and Business sub zones that refers to the Urban Design Framework for North Three Parks as follows:

12.26.4.5(ii)(a) For North Three Parks area whether the development is in accordance with the principles in the Urban Design Framework North Three Parks, February 2012.

- (f) A new assessment matter to the existing assessment criteria for Outline Development Plans and Comprehensive Development Plans in the Residential and Business sub zones that outlines when collector roads can move up to 50m from their location on the Structure Plan. This assessment matter is specific to the North Three Parks area and relates to adequate sight lines for intersection safety as follows:

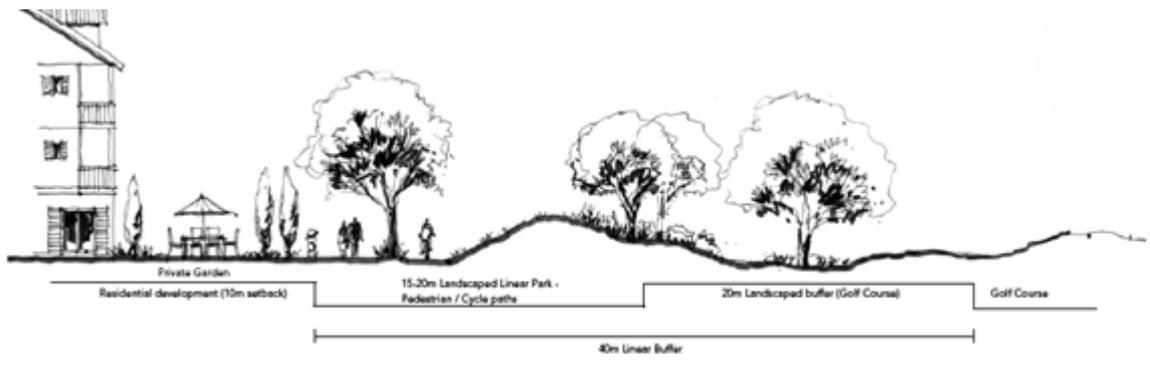
12.26.4.5(ii)(b)(iii) For the collector road in North Three Parks that joins with Ballantyne Road consideration of adequate sight lines for intersection safety.

- (g) A new assessment criterion for Outline Development Plans and Comprehensive Development Plans in the Residential and Business sub zones for the North Three Parks area that ensures that the intersection between the collector road and Ballantyne Road has adequate sight lines and is safe as follows:

12.26.4.5(ii)(c) For North Three Parks area whether the intersection between the collector road and Ballantyne Road has adequate sight lines and is safe.

- (h) Another diagram and heading showing another option for an acceptable relationship between residential land use and open space where medium density residential abuts the linear park along the golf course as shown in the North Three Parks Urban Design Framework as follows:

After 12.26.4.5(ii)(p)



Indicative layout for residential land use abutting the linear park by the golf course in the North Three Parks area.

Note: these diagrams are indicative of concepts only. There is no guarantee that the designs shown would prove appropriate to the applicant or satisfy all requirements to gain consent.

- (i) An additional assessment matter for the North Three Parks area for residential development in the MDR subzone to ensure that the development has a positive relationship with adjoining open space as follows:

12.26.4.5(viii)(c) In the North Three Parks area whether the development positively contributes to the streetscape and adjoining open space through the location and design of the built form, car parking, balconies, ground floor levels, access ways, the treatment of the public/ private interface, and landscaping. Also refer to those assessment matters listed in 12.26.4.7 (ii), entitled "Street scene and setbacks from roads".

- (j) An additional assessment matter for non-compliance with the internal set back performance standards in the North Three Parks area adjacent to the linear reserve. This will ensure that development has adequate private outdoor living

space and protects privacy whilst maximising passive surveillance of adjoining open space as follows:

12.26.4.7(i)(c) In the North Three Parks area whether the development positively contributes to the streetscape and adjoining open space through the location and design of the built form, car parking, balconies, ground floor levels, access ways, the treatment of the public/ private interface, and landscaping. Also refer to those assessment matters listed in 12.26.4.7 (ii), entitled "Street scene and setbacks from roads".

3. Add to Section D – Definitions

(a) A definition of the North Three Parks area as follows:

NORTH THREE PARKS AREA	<u>Means that area of land shown on the Three Parks Structure Plan as North Three Parks.</u>
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