

## 27 Subdivision and Development

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### 27.3 Location-specific objectives and policies

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#### Te Pūtahi Ladies Mile Zone

27.3.24 Objective – Urban development comprising a mix of medium and high density housing, commercial centres, schools, ecological corridors and areas for stormwater management, and open spaces for active and informal recreation, and a network of walkways and cycleways, that:

- a) complements and integrates with existing urban development and the surrounding landscapes; and
- b) brings about a significant modal shift away from reliance on the private car to enhanced use of public and active transport and creates a community with a strong sense of place.

#### Policies

27.3.24.1 Require that subdivision and development is undertaken in accordance with the Te Pūtahi Ladies Mile Structure Plan (Schedule 27.13.XX) to promote the integrated, efficient and co-ordinated location of activities, primary roading, key intersections, open spaces, green networks, stormwater management, and walkway / cycleway routes.

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27.3.24.2 Enable flexibility of allotment sizes to ensure that scarce land resources are utilised efficiently for medium and higher density residential activities and, in the Commercial and Glenpanel Precincts, to enable a range of non-residential activities.

27.3.24.3 Require a range of open spaces and facilities including:

- a. Sports grounds (for active and informal recreation) and associated community activities;
- b. Local parks for informal recreation;
- c. A network of walkways and cycleways throughout the Structure Plan area integrating development with Lake Hayes, the Shotover River, the adjacent Ladies Mile suburban settlements, Frankton and the Wakatipu Trails network; and
- d. A coherent and consistent landscaped setback adjacent to State Highway 6 (Amenity Access Area) that maintains the key elements of the gateway experience including significant views.
- e. Areas that function as ecological corridors and stormwater management areas, as part of a wider blue-green network.

27.3.24.4 Require subdivision design to achieve a high quality of urban form by:

- a. Avoiding the creation of rear lots and cul-de-sacs unless walking and cycling links provide additional connections to streets;
- b. Encouraging a predominantly north-south street layout to achieve residential amenity through solar gain and improved visual connections to surrounding landscapes;
- c. Promoting a visual connection of development with State Highway 6 through legible frontages with good passive surveillance over the Amenity Access Area;
- d. Supporting visual links north to open spaces at the base of Slope Hill and the Slopehill ONF when viewed from the intersections on State Highway 6 shown on the Structure Plan, and views to The Remarkables from State Highway 6;
- e. Providing for integration with, and passive surveillance over, streets and public spaces;
- f. Within the Amenity Access Area shown on the Structure Plan, requiring continuous walkway and cycleway linkages and the passive surveillance of these, while avoiding continuous road access and parking; and

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- g. Encouraging integrated applications for subdivision and land use for medium and high density residential development proposals.

27.3.24.5 Provide for a safe and efficient transport network that:

- a. Avoids new access onto the State Highway other than the intersections shown on the Te Pūtahi Ladies Mile Structure Plan (Schedule 27.13.XX);
- b. Ensures that public transport and waste collection can be efficiently and effectively provided within the roading network;
- c. Integrates key roads north of the State Highway with existing and planned intersections serving development south of the State Highway, and provides safe pedestrian and cycleway crossings of the State Highway, to encourage connectivity between the south and north sides of the State Highway;
- d. Ensures that the standard and layout of internal road connections account for long-term traffic demand without the need for subsequent retrofitting or upgrade; and
- e. Prioritises the safe and efficient movement of walking, cycling, and public transport routes over private vehicular use.

27.3.24.6 Avoid development where specific transport infrastructural works identified for Sub Areas A - I in Rules 49.5.10, 49.5.33, 49.5.50 and 49.5.56 have not been completed for their respective Sub Area(s), unless it can be demonstrated that development will avoid future and cumulative adverse effects from additional traffic movements on State Highway 6.

27.3.24.7 For stormwater management, Rrequire:

- (a) an integrated stormwater management system for the entirety of the TPLM Zone and the contributing Slope Hill catchment; and
- (b) soakage to ground for the 1% AEP event, or as close as possible to the 1% AEP event;
- (c) the design of stormwater management systems to avoid direct engineered stormwater discharges to Lake Hayes and avoid the adverse effects of discharges to the Shotover and Kawarau Rivers, the State Highway network, and groundwater resources and to neighbouring sites.

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## 27.6 Rules – Standards for Minimum Lot Areas

No lots to be created by subdivision, including balance lots, shall have a net site area or where specified, an average net site area less than the minimum specified.

Zone		Minimum Lot Area
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Te Pūtahi Ladies Mile Zone	Low Density Residential Precinct	450 300m <sup>2</sup>
	All other Precincts	No minimum

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## 27.7 Zone – Location Specific Rules

Zone	Activity Status

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Commented [JB111]: These additions follow discussions with Amy Prestidge and John Gardiner regarding the

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Commented [MF113]: #80 Koko Ridge Limited and W Foley, #103 T Allen

27.7.1	Subdivision consistent with a Structure Plan that is included in the District Plan (except that this rule does not apply to Structure Plan 27.13.7 Criffel Station, 27.3.9 at Frankton North, 27.13.13 Connell Terrace, 27.13.14 Ballantyne Road and <u>27.13.XX Te Pūtahi Ladies Mile Zone</u> ).	C
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<p><b>27.7.28</b></p>	<p><b>Te Pūtahi Ladies Mile Zone</b></p> <p>27.7.28.1 Subdivision of land within the Te Pūtahi Ladies Mile Zone</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> <li>a. <u>the matters contained in Rule 27.5.7;</u></li> <li>b. <u>the spatial layout of the subdivision, and its relationships to and integration with other sites and development, taking into account the location of:</u> <ul style="list-style-type: none"> <li>i. <u>Roads, walkways and cycleways throughout the Sub-Area including Indicative Roads as shown on the Structure Plan and where these will connect to adjoining sites and (where relevant) neighbouring Sub-Areas and (where relevant) State Highway 6, including intersection layout and design;</u></li> <li>ii. <u>Open spaces and blue-green or ecological corridors, and their intended function(s), including those open spaces and blue-green corridors required by the Structure Plan, Indicative Parks as shown on the Structure Plan, and any additional open spaces necessary to serve the future needs of the site and the wider Sub-Area;</u></li> <li>iii. <u>Three waters infrastructure, including the retention and treatment of stormwater, and integration with the stormwater network within the Zone;</u></li> <li>iv. <u>Heritage and archaeological values, specifically with regard to how the subdivision design integrates with and enhances the character of the Glenpanel Precinct and wider setting.</u></li> </ul> </li> <li>c. <u>how the subdivision design will enable the achievement of the minimum residential density requirements set out in the relevant Zone provisions;</u></li> <li>x. <u>how the subdivision design will enable buildings and development that achieves the development standards for relevant Precinct;</u></li> <li>d. <u>the methods proposed for ensuring that building typologies provide for a diversity of housing choice (taking into account the zoning of the land).</u></li> <li>e. <u>within Sub-Areas B and C, the impact of development on existing established trees identified on the Structure Plan;</u></li> <li>f. <u>within Sub-Area A, the establishment of the "Landscape Buffer Area" shown on the Structure Plan, and the methods to ensure it is maintained in perpetuity;</u></li> <li>g. <u>within Sub-Area H1, the impact on Sub-Area H2 of landscaping within the 6m setback from the boundary with Sub-Area H2 and methods to ensure that shading effects from landscaping are minimised;</u></li> <li>h. <u>Transport infrastructural works to be established to support alternatives to private vehicle use, including the imposition of conditions requiring that the relevant transport infrastructural works as identified in Rules 49.5.10, 49.5.33, 49.5.50 and 49.5.56 be completed prior to certification under section 224(c).</u></li> <li>i. <u>Within the Crossing Curtilage Area Overlay shown on the Structure Plan, the integration of the subdivision layout and potential future</u></li> </ul>	<p>RD</p>
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**Commented [MF116]:** Evidence of Mr Millar - subject to determination of scope.

**Commented [JB117]:** Suggested wording of new matter of discretion in response to Panel's verbal questions to the Council's urban designers on 4 Dec 23, regarding ensuring that subdivision does not foreclose the opportunity for land uses that are consistent with the objectives and policies of the Zone and the specific Precincts

**Commented [JB118]:** #78 Ladies Mile Pet Lodge

	<p>development with the Key Crossing.</p> <p>j. <u>How the stormwater management proposed for the subdivision will be managed as part of a centralised, integrated stormwater management system for the TPLM Zone north of SH6, including management of secondary flow paths and levels of ground surfaces to facilitate the system integration.</u></p> <p>k. <u>How a fully integrated stormwater management solution for Slope Hill is to be coordinated via swales for conveyance and soakage to capture and dispose of stormwater on the Slope Hill side of the collector road, including co-ordinated overland flow paths to ensure no adverse effects on downstream properties.</u></p> <p>l. <u>How the stormwater management proposed provides for soakage to ground for the 1% AEP event, or as close as possible to the 1% AEP event.</u></p> <p><b>Information requirements:</b></p> <p>a. <b>A statement demonstrating how the subdivision layout will enable:</b></p> <p>i. <u>the densities expected in the relevant Precinct; and</u></p> <p>ii. <u>diversity of future building typologies on the sites created by the subdivision, to offer maximum choice for residential or business owners or tenants, and any methods (including by way of consent notices on the titles to be created, or other instrument) to ensure such diversity; and</u></p> <p>iii. <u>buildings and development that will achieve the development standards for the relevant Precinct.</u></p> <p>b. <u>A statement and supporting plans and specifications with a level of detail as necessary to demonstrate how the stormwater management proposed will be managed as part of an centralised, integrated stormwater management system for the TPLM Zone north of SH6, including:</u></p> <p>i. <u>the manner by which the system within the land subject to the application will integrate with the system on adjoining or nearby land within the same catchment or sub-catchment, and where stormwater management devices can be shared for development across multiple properties;</u></p> <p>ii. <u>the manner by which a fully integrated stormwater management solution for Slope Hill and the TPLM Zone north of SH6 (including treatment) is to be co-ordinated across development blocks with reference to the Stormwater Management Guidelines to provide between 1 and 4 minimise the number of stormwater facilities (detention basins, and/or soakage devices and/or including underground chambers) across the TPLM Zone north of SH6, including co-ordinated overland flow paths through the developments to ensure no adverse effects on upstream or downstream properties;</u></p> <p>iii. <u>demonstration of meaningful consultation with affected landowners (being those upstream and downstream to the extent that the stormwater runoff from their land would influence or be influenced by the stormwater system being proposed) about stormwater management and the effects on those parties;</u></p>	
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**Commented [JB120]:** Stormwater and infrastructure JWS

**Commented [JB121]:** Updated in response to discussions with Amy Prestidge and John Gardiner

**Commented [JB122]:** Suggested wording of new information requirement in response to Panel's verbal questions to the Council's urban designers on 4 Dec 23, regarding ensuring that subdivision does not foreclose the opportunity for land uses that are consistent with the objectives and policies of the Zone and the specific Precincts

**Commented [JB123]:** Stormwater and infrastructure JWS

	<p>iv. <u>the manner by which land along the toe of Slope Hill will be made available for stormwater management;</u></p> <p>v. <u>how pre-treatment of Slope Hill Runoff and treatment of first flush from roads, carparks etc will be provided to ensure longevity of soakage devices;</u></p> <p>vi. <u>how stormwater runoff from events up to and including the 1% AEP event are to be soaked to ground. If this is proven infeasible, how stormwater from events up to and including the 5% AEP is to be soaked to ground</u></p> <p>vii. <u>The easements to be provided as required for new stormwater trunks and swales cross private property. Where possible infrastructure will be coordinated within QLDC-owned road corridors and the State Highway 6 corridor;</u></p> <p>viii. <u>Sediment and erosion control plans, prepared by a suitably qualified temporary works engineer and be implemented for the duration of the construction;</u></p> <p>ix. <u>How the stormwater management system(s) have been designed considering climate change adjusted rainfall (RCP6.0 8.5 for the period 2081-2100).</u></p> <p>x. <u>A pre-development catchment-wide (encompassing Slope Hill and the full TPLM Zone) hydraulic model for all critical design storms up to and including the 1% AEP Event. The hydraulic model is to be produced in accordance with the QLDC Code of Practice Section 4.3.5 Design Criteria and the QLDC Stormwater Modelling Specification. Surface infiltration tests are necessary across the TPLM land to calibrate the model for pre-development infiltration rates.</u></p> <p>xi. <u>Predicted post-development hydraulic model update demonstrating how the stormwater management system(s) proposed in the application will:</u></p> <ul style="list-style-type: none"> <li>• <u>achieve or contribute to a fully integrated stormwater management system for the Zone; and</u></li> <li>• <u>achieve soakage to ground for as close to the 1% AEP event as possible.</u></li> </ul>	
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## 27.9 Assessment Matters for Resource Consents

### 27.9.8 Restricted Discretionary Activity – Subdivision Activities within the Te Pūtahi Ladies Mile Zone

In considering whether or not to grant consent or impose conditions in respect to subdivision activities under Rule 27.7.28.1, the Council shall have regard to the following assessment matters:

#### 27.9.8.1 Assessment Matters in relation to Rule 27.7.28.1

- a. The matters identified under Rule 27.9.3.1 as it applies to the Te Pūtahi Ladies Mile Zone:
- b. The extent to which a development provides logical integration of infrastructure, including roading (including walking and cycling networks), parks and open spaces within the Sub Area and, where relevant, adjoining Sub-Areas taking into account the relevant matters in (c) below.
- c. The extent to which:
  - i. the configuration of sites is suitable for future development:
    - (a) to accommodate development intended by the Zone, including the **development standards for built development** and the required residential densities in the relevant Precinct;
    - (b) that encourages integration with, and passive surveillance over, streets and public spaces;
    - (c) to enable sunlight access to future residential units;
    - (d) to ensure safe, legible and convenient pedestrian, cycling and vehicle access, including through limiting block lengths and provision for clear and unobstructed emergency access;
    - (e) that avoids the use of cul-de-sac roads or private ways unless these are short (less than 50m) or walking and cycling connections are provided to other streets;
    - (f) that encourages interaction with, and visual surveillance over, the State Highway through considering the future layout and orientation of adjacent sites and their likelihood to result in direct pedestrian link to the State Highway, or a road or private way, or the use of detailed façades and direct or gated access from a State Highway-fronting yard.
  - ii. the subdivision design provides for:
    - (a) development of reserves and public open spaces which are suitably located, sized and designed for the intended function;
    - (b) coordinated and appropriately designed and located infrastructure consistent with Council standards, including the provision of a contribution to the upgrade of existing infrastructure to accommodate future development where appropriate;
    - (c) the appropriate management of stormwater through **a centralised, integrated management system for the TPLM Zone land north of SH6, through water sensitive design and through the retention and treatment of stormwater, and integration with the stormwater network within the Zone, taking into account the Guiding Principles for stormwater management in the TPLM Zone;**
      - (ca) The extent to which the stormwater management system proposed will achieve

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soakage to ground for the 1% AEP event, or as close as possible to the 1% AEP event.

- (d) the retention of mature existing vegetation, including those identified as "Existing Trees to be retained" on the Structure Plan and other specimen trees where possible, and the introduction of indigenous vegetation (preferably that naturally occurs and/or previously occurred in the area), to contribute to the character and amenity of the future development;
- (e) existing natural and cultural features to be accessible to the public and, where appropriate, form prominent features within the overall design;
- (f) The extent to which the subdivision will help achieve the density expected in the residential precincts as set out in Rules 49.5.12, taking into account the information requirements in Rule 27.7.28.1, including whether any design parameters are to be secured through an appropriate legal mechanism;
- (g) The extent to which the subdivision will help achieve diversity of housing choice, including whether any parameters relating to building typologies are to be secured through an appropriate legal mechanism.
- (h) the extent to which the subdivision protects, maintains or enhances indigenous biodiversity.
- (i) Applications for staged subdivisions involving the creation of larger 'bulk' lots intended for further subdivision and/or development in the future demonstrate infrastructure servicing (access and all utilities) that is sufficient for the zoned development potential of all of the "bulk" lots to be created, to ensure the land is able to be serviced and developed for the anticipated, zoned land use and density capacity, including:
  - (i) Provision for access approvals or legal instruments necessary for the provision of infrastructure services to the bulk lots;
  - (ii) Methods to integrate with existing or adjacent developments;
  - (iii) Consideration and contribution to (where appropriate) infrastructure that is necessary to both service the development but may also benefit or service the wider community and future development on adjoining or nearby land where subdivision and/or development of that land would rely on the bulk lots for infrastructure.

**Guiding Principles for stormwater management in the TPLM Zone:**

- a. Utilise stormwater management solutions that mimic the natural water cycle and enhance the water quality;
- b. Employ an integrated stormwater management approach that supports connectivity to the natural environment and gives effect to Te Mana o te Wai and the community wellbeing;
- c. Manage flooding and surface water flow to safeguard the community and infrastructure in a sustainable manner;
- d. The hydrological regime in the area is replicated such that the maximum rate of discharge and peak flood levels post development are no greater than pre-development;
- e. That there are no overland flows from attenuation systems or soak pits for 1% AEP events or less unless there is a defined and acceptable overland flow path
- f. Ensure that there is a maximum 24-hour drain-down for any attenuation systems basis/soak pits for 1% AEP events;
- g. That there are no overland flows across SH6 for 1% AEP events or less;
- h. That there are no direct discharges from the development area into Lake Hayes;
- i. That runoff from all roads is managed through appropriate treatment device(s);

**Commented [JB128]:** Updated in response to discussions with Amy Prestidge and John Gardiner

**Commented [MF129]:** #44 Department of Conservation

**Commented [MF130]:** #77 Ladies Mile Property Syndicate

- j. Avoid a proliferation of multiple stormwater management systems and devices. Depending on location and land ownership structures this may necessitate co-operation of multiple landowners to ensure an acceptable approach;
- k. Implement stormwater management solutions that deliver lifecycle operational and economic resilience;
- l. Align 'blue' stormwater solutions and the wider 'green' landscape and open space strategies wherever possible.

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## 27.10 Rules – Non-Notification of Applications

Applications for all controlled and restricted discretionary activities shall not require the written approval of other persons and shall not be notified or limited notified except:

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- a. For applications within Te Pūtahi Ladies Mile Zone.

Note: any application for subdivision that involves any stormwater management component shall require the written approval of Kāi Tahu and affected landowners in the catchment, and limited notification to these parties is required to any of these parties who do not provide written approval.

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## 27.13 Structure Plans

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### 27.13.19 Te Pūtahi Ladies Mile Structure Plan

[insert Structure Plan]