

# URBAN DEVELOPMENT 4

## Key:

Chapter version: Reply dated 07/04/2016

- Black underlined text for additions and ~~strike through text~~ for deletions shows recommended changes to notified chapters, in version attached to s42A report, dated 19 February 2016.

- Further changes shown in red underlined text for additions and ~~strike through text~~ for deletions reflect further changes recommended to chapter in Reply.

## 4 URBAN DEVELOPMENT

### 4.1 Purpose

The purpose of this Chapter is to set out the objectives and policies for managing the spatial location and layout of urban development within the District. This chapter forms part of the strategic intentions of this District Plan and will guide planning and decision making for the District's major urban settlements and smaller urban townships. This chapter does not address site or location specific physical aspects of urban development (such as built form) - reference to zone and District wide chapters is required for these matters.

The District experiences considerable growth pressures. Urban growth within the District occurs within an environment that is revered for its natural amenity values, and the District relies, in large part for its social and economic wellbeing on the quality of the landscape, open spaces and environmental image. If not properly controlled, urban growth can result in adverse effects on the quality of the built environment, with flow on effects to the impression and enjoyment of the District by residents and visitors. Uncontrolled urban development can result in the fragmentation of rural land; and poses risks of urban sprawl, disconnected urban settlements and a poorly coordinated infrastructure network. The roading network of the District is under some pressure and more low density residential development located remote from employment and service centres has the potential to exacerbate such problems.

The objectives and policies for Urban Development provide a framework for a managed approach to urban development that utilises land and resources in an efficient manner, and preserves and enhances natural amenity values. The approach seeks to achieve integration between land use, transportation, services, open space networks, community facilities and education; and increases the viability and vibrancy of urban areas.

Urban Growth Boundaries are established for the key urban centres of Queenstown, Wanaka and Arrowtown, providing a tool to manage anticipated growth while protecting the individual roles, heritage and character of these areas. Specific policy is provided for these areas, including provision for increased density to contribute to a more compact and connected urban form.

### 4.2 Objectives and Policies

4.2.1 Objective - Urban development is coordinated integrated with infrastructure and services and is undertaken in a manner that protects the environment, rural amenity and outstanding natural landscapes and features.

#### Policies

4.2.1.1 Land within ~~and adjacent to~~ the major urban settlements will provide the focus for urban development, with a lesser extent accommodated within smaller rural townships.

4.2.1.2 Urban development is integrated with existing public infrastructure, and is designed and located in a manner consistent with the capacity of existing networks.

# URBAN DEVELOPMENT 4

- 4.2.1.3 Encourage a higher density of residential development in locations that have convenient access to public transport routes, cycleways or are in close proximity to community and education facilities.
- 4.2.1.4 Development enhances connections to public recreation facilities, reserves, open space and active transport networks.
- 4.2.1.5 Urban development is contained within or ~~immediately adjacent to~~ existing settlements.
- 4.2.1.6 Avoid sporadic urban development that would adversely affect the natural environment, rural amenity or landscape values; the efficiency and functionality of infrastructure; or compromise the viability of a nearby township.
- 4.2.1.7 Urban development is located so as to maintains the productive potential and soil resource of rural land.

## **4.2.2 Objective - Urban Growth Boundaries are established as a tool to manage the growth of major centres within distinct and defensible urban edges.**

### **Policies**

- 4.2.2.1 Urban Growth Boundaries define the limits of urban growth, ensuring that urban development is contained within those identified boundaries, and urban development is avoided outside of those identified boundaries.
- 4.2.2.2 Urban Growth Boundaries are of a scale and form which is consistent with the anticipated demand for urban development over the planning period, and the appropriateness of the land to accommodate growth.
- 4.2.2.3 Within Urban Growth Boundaries, land is allocated into various zones which are reflective of the appropriate land use.
- 4.2.2.4 Not all land within Urban Growth Boundaries will be suitable for urban development or intensification, such as (but not limited to) land with ecological, heritage or landscape significance; ~~or~~ land subject to natural. The form and location of urban development shall take account of site specific features or constraints to protect public health and safety.
- 4.2.2.5 Urban Growth Boundaries may need to be reviewed and amended over time to address changing community needs.

## **4.2.3 Objective – Within Urban Growth Boundaries, provide for a compact and integrated urban form that limits the lateral spread of urban areas, and maximises the efficiency of infrastructure operation and provision.**

### **Policies**

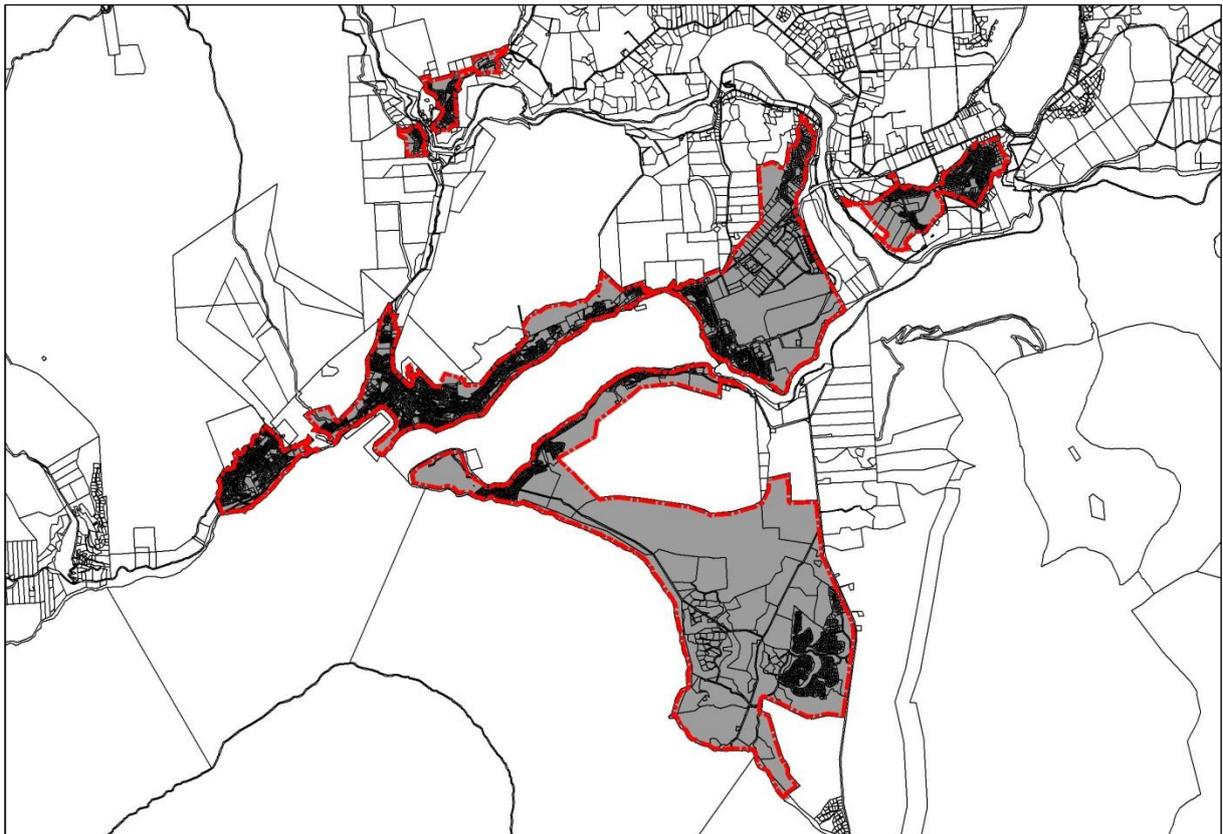
- 4.2.3.1 Provide for a compact urban form that utilises land and infrastructure in an efficient and sustainable manner, ensuring:
- connectivity and integration;
  - the sustainable use of public infrastructure;
  - convenient linkages to the public and active transport network; and
  - housing development does not compromise opportunities for commercial or community facilities in close proximity to centres.
- 4.2.3.2 Enable an increased density of residential development in close proximity to town centres, public transport routes, community and education facilities.

# URBAN DEVELOPMENT 4

- 4.2.3.3 ~~Low density development does not compromise opportunities for future urban development~~
- 4.2.3.4 Urban development occurs in locations that are adequately serviced by existing public infrastructure, or where infrastructure can be efficiently upgraded.
- 4.2.3.5 For urban centres where Urban Growth Boundaries apply, new public infrastructure networks are limited exclusively to land within defined Urban Growth Boundaries.
- 4.2.3.6 Development improves connections to recreational and community facilities, and enhances the amenity and vibrancy of urban areas.
- 4.2.3.7 The edges of Urban Growth Boundaries are managed to provide a sensitive transition to rural areas, with the transition addressed within Urban Growth Boundaries.
- 4.2.3.8 Land use within the Air Noise Boundary or Outer Control Boundary of the Queenstown Airport is managed to prohibit or limit the establishment of Activities Sensitive to Aircraft Noise.

## Queenstown

- 4.2.4 **Objective - Manage the scale and location of urban growth in the Queenstown Urban Growth Boundary.**



## Policies

- 4.2.4.1 Limit the spatial growth of Queenstown so that:
- the natural environment is protected from encroachment by urban development
  - sprawling of residential settlements into rural areas is avoided
  - residential settlements become better connected through the coordinated delivery of infrastructure and community facilities

# URBAN DEVELOPMENT 4

- land use and transport networks are integrated and the viability of public and active transport is improved
- the provision of infrastructure occurs in a logical and sequenced manner
- the role of Queenstown Town Centre as a key tourism and employment hub is strengthened
- the role of Frankton in providing local commercial and industrial services is strengthened

4.2.4.2 Ensure that development within the Queenstown Urban Growth Boundary:

- Provides a diverse supply of residential development to cater for the needs of residents and visitors
- Provides increased density in locations close to key public transport routes and with convenient access to the Queenstown Town Centre
- Provides an urban form that is sympathetic to the natural setting and enhances the quality of the built environment
- Provides infill development as a means to address future housing demand
- Provides a range of urban land uses that cater for the foreseeable needs of the community
- Maximises the efficiency of existing infrastructure networks and avoids expansion of networks before it is needed for urban development
- Supports the coordinated planning for transport, public open space, walkways and cycleways and community facilities
- Does not diminish the qualities of significant landscape features

4.2.4.3 ~~Protect the Queenstown airport from reverse sensitivity effects, and maintain residential amenity, through managing the effects of aircraft noise within critical listening environments of new or altered buildings within the Air Noise Boundary or Outer Control Boundary.~~

4.2.4.4 ~~Manage the adverse effects of noise from Queenstown Airport by conditions in Designation 2 including a requirement for a Noise Management Plan and a Queenstown Airport Liaison Committee.~~

## Queenstown Airport

**4.2.5 Objective - Maintain and promote the efficient operation of Queenstown Airport and set appropriate noise limits in order to protect airport operations and to manage the adverse effects of aircraft noise on any Activity Sensitive to Aircraft Noise.**

4.2.5.1 To ensure appropriate noise boundaries are established and maintained to enable operations at Queenstown Airport to continue and to expand over time.

4.2.5.2 To manage the adverse effects of noise from aircraft on any Activity Sensitive to Aircraft Noise within the airport noise boundaries whilst at the same time providing for the efficient operation of Queenstown Airport.

**4.2.6 Objective - Manage urban growth issues on land in proximity to Queenstown Airport to ensure that the operational capacity and integrity of the Airport is not significantly compromised.**

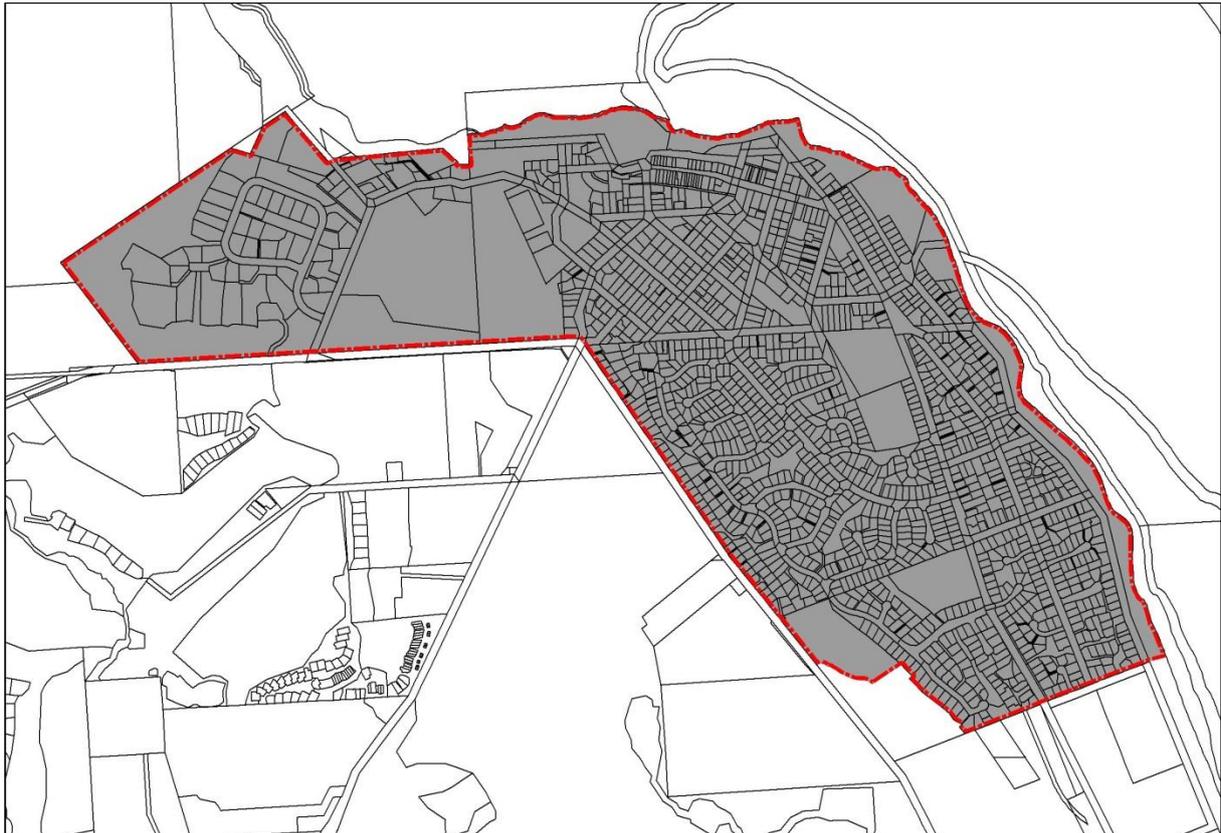
4.2.6.1 To protect the airport from reverse sensitivity effects of Activity Sensitive to Aircraft Noise via a range of zoning methods, including where appropriate the use of prohibited activity status.

# URBAN DEVELOPMENT 4

- 4.2.6.2 Ensure that Critical Listening Environments of all new and alterations and additions to existing buildings containing Activity Sensitive to Aircraft Noise within the Queenstown Airport Air Noise Boundary or Outer Control Boundary are designed and built to achieve appropriate Indoor Design Sound Levels.

## Arrowtown

- 4.2.7 **Objective - Manage the scale and location of urban growth in the Arrowtown Urban Growth Boundary.**



## Policies

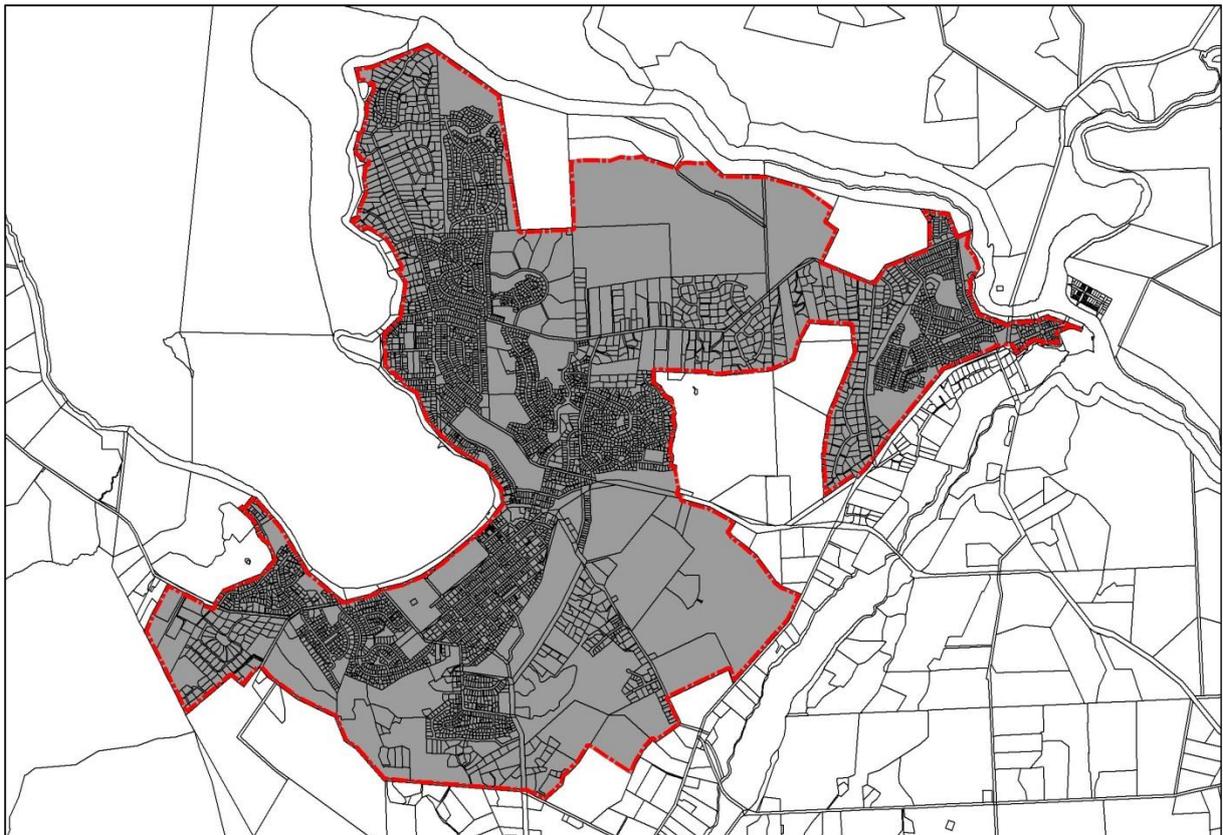
- 4.2.7.1 Limit the spatial growth of Arrowtown so that:
- Adverse effects of development outside the Arrowtown Urban Growth Boundary are avoided.
  - the character and identity of the settlement, and its setting within the landscape is preserved or enhanced.
- 4.2.7.2 Ensure that development within the Arrowtown Urban Growth Boundary provides:
- an urban form that is sympathetic to the character of Arrowtown, including its scale, density, layout and legibility in accordance with the *Arrowtown Design Guidelines 2006* (and any adopted updates).
  - opportunity for sensitively designed medium density infill development in a contained area closer to the town centre, so as to provide more housing diversity and choice and to help reduce future pressure for urban development adjacent or close to Arrowtown's Urban Growth Boundary.

# URBAN DEVELOPMENT 4

- a designed urban edge with landscaped gateways that promote or enhance the containment of the town within the landscape, where the development abuts the urban boundary for Arrowtown
- for Feehley's Hill and land along the margins of Bush Creek and the Arrow River to be retained as reserve areas as part of Arrowtown's recreation and amenity resource.
- To recognise for the importance of the open space pattern that is created by the inter-connections between the golf courses and other Rural General land

## Wanaka

### 4.2.8 Objective - Manage the scale and location of urban growth in the Wanaka Urban Growth Boundary.



## Policies

### 4.2.8.1 Limit the spatial growth of Wanaka so that:

- The rural character of key entrances to the town is retained and protected, as provided by the natural boundaries of the Clutha River and Cardrona River
- A distinction between urban and rural areas is maintained to protect the quality and character of the environment and visual amenity
- Ad hoc development of rural land is avoided
- Outstanding Natural Landscapes and Outstanding Natural Features are protected from encroachment by urban development

### 4.2.8.2 Ensure that development within the Wanaka Urban Growth Boundary:

- Supports increased density through greenfield and infill development, in appropriate locations, to avoid sprawling into surrounding rural areas

# URBAN DEVELOPMENT 4

- Provides a sensitive transition to rural land at the edge of the Urban Growth Boundaries through the use of: appropriate zoning and density controls; setbacks to maintain amenity and open space; and design standards that limit the visual prominence of buildings
- Facilitates a diversity of housing supply to accommodate future growth in permanent residents and visitors
- Maximises the efficiency of existing infrastructure networks and avoids expansion of networks before it is needed for urban development
- Supports the coordinated planning for transport, public open space, walkways and cycleways and community facilities
- Does not diminish the qualities of significant landscape features
- Rural land outside of the Urban Growth Boundary is not developed until further investigations indicate that more land is needed to meet demand.

~~4.2.7 Objective – Maintain and promote the efficient operation of Queenstown Airport and set appropriate noise limits in order to protect airport operations and to manage the adverse effects of aircraft noise on any Activity Sensitive to Aircraft Noise.~~

## ~~Policies~~

~~4.2.7.1 To ensure appropriate noise boundaries are established and maintained to enable operations at Queenstown Airport to continue and to expand over time.~~

~~4.2.7.2 To manage the adverse effects of noise from aircraft on any Activity Sensitive to Aircraft Noise within the airport noise boundaries whilst at the same time providing for the efficient operation of Queenstown Airport.~~

~~4.2.8 Objective – Manage urban growth issues on land in proximity to Queenstown Airport to ensure that the operational capacity and integrity of the Airport is not significantly compromised now or in the future.~~

## ~~Policies~~

~~4.2.8.1 To protect the airport from reverse sensitivity effects of Activity Sensitive to Aircraft Noise via a range of zoning methods, including where appropriate the use of prohibited activity status.~~

~~4.2.8.2 Ensure that Critical Listening Environments of all new and alterations and additions to existing buildings containing Activity Sensitive to Aircraft Noise within the Queenstown Airport Air Noise Boundary or Outer Control Boundary are designed and built to achieve appropriate Indoor Design Sound Levels.~~