



ATTACHMENTS

**Council Meeting
Under Separate Cover**

Wednesday, 26 January 2022

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22.1.2 Approval of Vincent Spatial Plan

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VINCENT SPATIAL PLAN

20 JANUARY, 2022

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FOREWORD



The Vincent area has an extraordinary and distinctive character. Spectacular scenery, productive land, a rich heritage and wonderful recreational opportunities all make it a special place to live.

Vincent's strong, connected communities are flourishing as more people choose to live here. So how do we respond to this growth while retaining the good things we love about Vincent?

Producing the Vincent Spatial Plan has been a collaborative process blending the aspirations of our communities and technical planning expertise. The plan interweaves the threads of life in Vincent – looking to the future to understand how and where our communities could grow and develop over the next 30 years.

Over the past two years we've gathered community feedback in many ways – through surveys, community drop-in events and online commentary, which included almost 700 people taking time to submit to us on the draft Plan. Council thanks everyone who has taken the time to participate and contribute. All information gathered has fed into the final Spatial Plan presented here.

This plan addresses the challenges and opportunities of growth and land use in Vincent. It maps a path for the next 30 years and beyond, and will inform an upcoming review of the Central Otago District Plan.

The Vincent Spatial Plan creates an important foundation for the future, a way forward for this Ward. It is a blueprint for how our place could grow and develop, all the while keeping the wellbeing of our communities and our place firmly in our sights.

- Mayor Tim Cadogan and Chief Executive Sanchia Jacobs

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Image source: James Jubb / Tourism Central Otago

INTRODUCTION

The effects of growth are being felt in a number of ways, both positive and negative. The Vincent Spatial Plan looks to address the challenges and opportunities of growth, charting a path that sets the direction for the next 30 years and beyond.

The Central Otago District Council has the opportunity to ensure potential development can occur in a sustainable, sympathetic manner, which protects the aesthetics, heritage and environment that make this area special. At the same time, the Spatial Plan seeks to balance the needs of existing land uses with the demands of a growing community.

Central Otago is one of New Zealand’s fastest growing regions. Growth projections for the Vincent Ward indicate that between 2020 and 2050 the urban population will increase by 5,300 people, meaning we have to allow for an additional 2,500 houses by 2050. The growth projection was re-visited late 2020 (post COVID-19), with all data and economic indicators supporting a ‘business as usual’ scenario that assumes that there has been no impact from COVID-19.

Accommodating growth in a way that protects our environment and provides for the social, economic, environmental and cultural needs of the community can be challenging. Issues such as ensuring housing affordability and availability, a lack of land suitable for future development, and the effects of residential development moving into productive rural areas need to be carefully managed. The Spatial Planning process provides an opportunity to step back and consider providing for growth in a managed way for the future.

The Vincent Spatial Plan is a blueprint for the next 30 years showing what our towns could look like and how infrastructure, housing and productive land use could fit together. It is a vision of what the future could look like, offering guidance to the private and public sector, including direction for infrastructure investment and Council’s future planning.

We have listened to the communities of the Vincent Ward and sought to understand their values, concerns and aspirations for the future. These views have been incorporated into the plan’s design.

The Spatial Plan maps for Alexandra and Clyde townships represent a managed approach to growth over the next 30 years. They have been developed following feedback from the community and reflect community aspirations and considerations for growth and infrastructure through a mix of infill and new greenfield development within townships and a modest expansion into existing lifestyle block areas.

The Spatial Plan for Omākau and Ophir sets out a framework for modest, consolidated growth. This plan was also shaped by community feedback and reflects community aspirations to support local businesses in Omākau, provide green accessways that connect the two towns, and retain Ophir’s heritage values. Future growth in Omākau and Ophir is constrained in the short term until upgrades are made to the water and wastewater services.

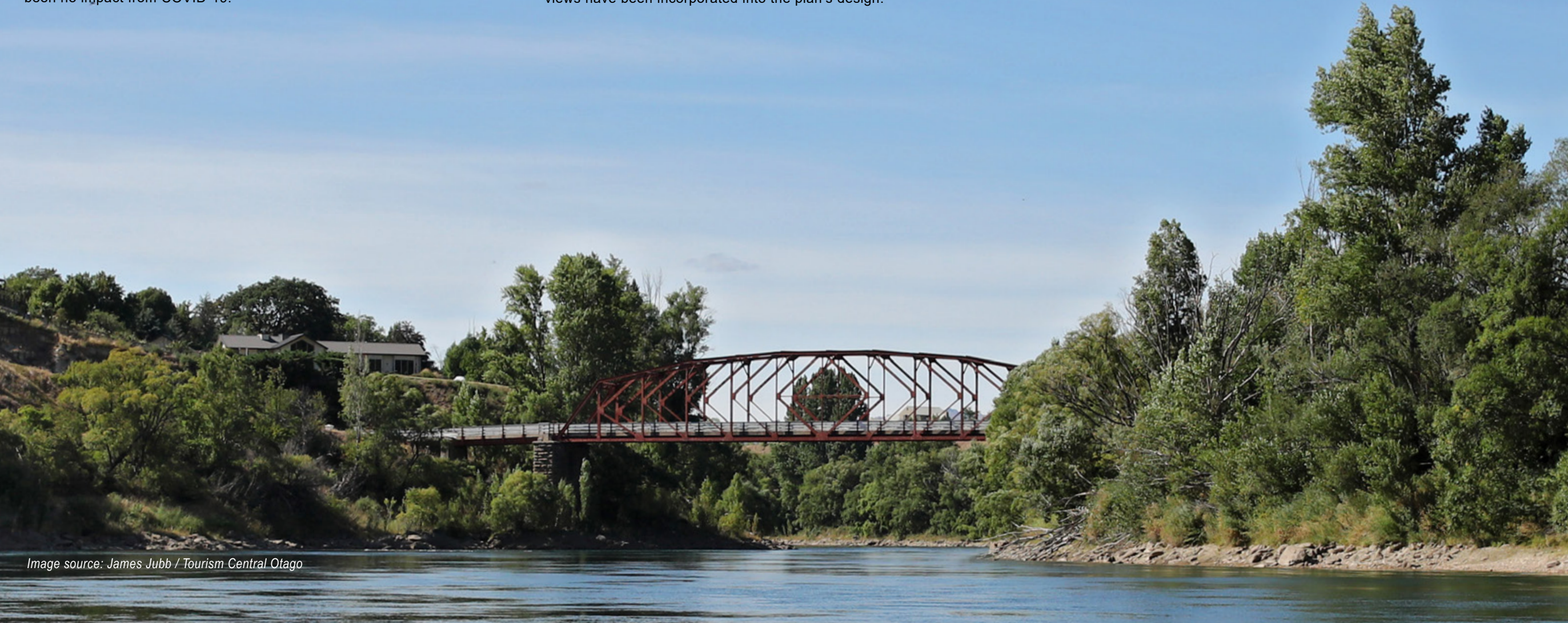


Image source: James Jubb / Tourism Central Otago

GEOGRAPHIC SCOPE

The Vincent area is located at the heart of the Central Otago district within the Clutha and Manuherekia Valleys, and is surrounded by the Old Man, Dunstan and Cairnmuir Ranges. The area is strategically located along State Highways 8 and 84, providing strong links to Cromwell and the Queenstown Lakes district beyond. This is a special place to many people with its spectacular scenery, productive land, rich heritage and abundance of recreational activities.

For Te Rūnaka O Kāi Tahu and Papatipu Rūnaka the area provides a deep cultural connection with the past and future through a long line of whakapapa and history.

The Vincent Spatial Plan encapsulates the urban areas of both Clyde and Alexandra, as well as the urban areas of Omākau and Ophir. The study area also reaches out into wider rural areas within the Alexandra basin. Land between Alexandra and Clyde bounded by State Highway 8, Dunstan Road and Springvale Road, has a high potential for some urban development and extension of rural residential lifestyle. This may present challenges with ongoing viability of productive land uses, reverse sensitivity of people shifting into a rural area beside operating rural businesses, provision of infrastructure services, and ongoing compatibility with activities at the Alexandra Airport. Galloway, Butchers Gully, Conroys Gully and Earnsleugh have also been included as areas where current subdivision is occurring, and development pressure is likely to continue.

LEGEND

URBAN AREA

AREA OF INTEREST

ROADS

WATER

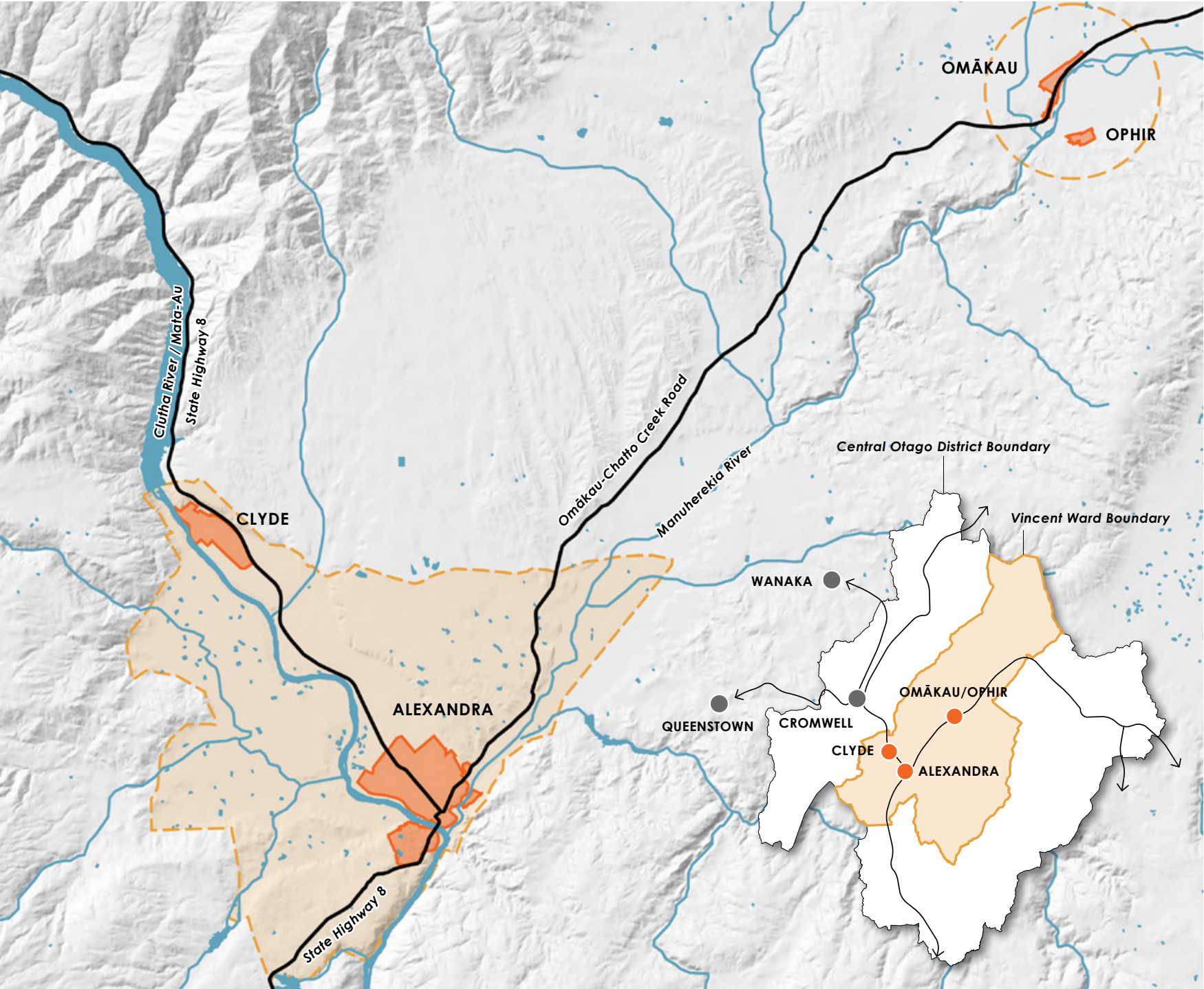


Figure 1. Regional map of Vincent Ward

WHAT IS A SPATIAL PLAN?

A Spatial Plan is a high-level blueprint for the future. It ensures growth can occur in a positive and sustainable way by learning from those who have lived here before us and by protecting the things that make Central Otago special for future generations. It also allows us to identify key improvements that enhance a vibrant, connected and desirable place to live.

The spatial planning process integrates a considerable amount of thinking across a range of work-streams, bringing together the community, mana whenua, landowners, stakeholders and partners together. It creates a shared vision, setting expectations for future growth, development and connection within each of Vincent's townships – Alexandra, Clyde, Omākau and Ophir.

The Vincent Spatial Plan offers a 30-year planning horizon, ensuring the district can get ahead of growth and plan for it. By taking a long-term approach, the plan will ensure our towns continue to be places that support healthy and resilient communities. The Spatial Plan will inform future land use patterns and decisions about potential new zonings in the Central Otago District Plan. It will also guide local, regional and central government investment decisions.

The Spatial Plan is a collaboration between Central Otago District Council (Council), the community, Te Rūnaka O Kāi Tahu and other stakeholders. Its development rests on key planning principles relating to our environment, the character of our place, how we manage growth in a sustainable way, accessibility, housing choice and infrastructure.


The Vincent Spatial Plan has been developed using a process that puts community at its heart and reflects their ideas, wishes and aspirations.




SPATIAL PLAN OBJECTIVES

The Vincent Spatial Plan will present a shared vision of what the future could look like, offering guidance to the private and public sector, including direction for infrastructure investment and Council's future planning.


In general, we need to understand how land could be zoned to enable growth, while also looking after and potentially enhancing the way we live now. In planning for growth, the Council also needs to carefully and efficiently plan for infrastructure that supports growth.




Improved housing affordability and availability meeting the needs of a diverse and productive community.



Improved land availability providing options for residential and commercial development, improving liveability.



Improved protection and utilisation of productive land, soils, and other economic activity.



Increased town centre vibrancy and investment.

THE VINCENT SPATIAL PLAN WILL:

- Provide a picture of Vincent's future and highlight areas of potential growth and change.
- Guide local, regional and central government investment decisions.
- Identify the key issues facing the Vincent areas and the priorities that need to be advanced to address these.



Image source: Will Nelson / Tourism Central Otago

MANA WHENUA CONTEXT

“KO RĀKAIHAUTŪ TE TAKATA NĀNA I TIMATA TE AHI KI TENEI MOTU.”

IT WAS RĀKAIHAUTŪ WHO LIT THE FIRST FIRES ON THIS ISLAND.

The above whakataukī (proverb) connects back to the arrival of Rākaihautū and the Waitaha, who were the first people to set eyes upon and occupy Te Wai Pounamu (the South Island). Under the chieftainship of Rākaihautū, they travelled from their homeland of Hawaiki on their waka (ocean canoe) the Uruao, arriving first in Whakatū (Nelson) where they began their journey further south. Rākaihautū’s son took a party and explored the coastline while Rākaihautū journeyed inland. ‘Kā Puna Wai Karikari o Rākaihautū’, a Waitaha iwi oral tradition, tells of how the great lakes of Te Wai Pounamu were dug by Rākaihautū with his famous kō (Polynesian digging tool). This included many of the iconic lakes in the wider Otago region such as Whakatipu-wai-Māori (Lake Wakatipu), Lake Wānaka and Lake Hāwea.

Kopuwai (known today as the Obelisk) and the Old Man Range area, which lies just south west of Alexandra, is a place of spiritual significance for Kāi Tahu Whānui. The tale of Kopuwai is part of an oral history that dates back to the Rapuwai, one of the earliest people of this land. It was said that three taniwha (ogres), including Kopuwai, were brought into the Central Otago area aboard the waka ‘Te Waka a Raki’, under the captaincy of Taiehu. Kopuwai, with his pack of two-headed dogs, was said to have preyed on those who strayed from their travelling parties.

For Kāi Tahu Whānui, traditions such as those of Kopuwai and Rākaihautū, represent the links between the cosmological world of the gods and present generations. These histories reinforce tribal identity and continuity between generations and document the events that shaped the environment of Te Wai Pounamu and Kāi Tahu as an iwi.

In terms of resource use, birdlife was abundant in the region and several species of moa and water fowl were often caught in the area. After the decline in moa, weka, koreke (NZ quail) and tuna (eel) provided protein staples while aruhe (fernroot) and kauru (cabbage tree root) were common sources of carbohydrate. The Central Otago area also had a readily available supply of raupo that was well utilised to make mokihi (temporary reed rafts) to transport people, mahika kai and pounamu resources down the Mata-au and to the coast.

An extensive network of ara tawhito (trails/traditional travel routes) followed the fringes of Central Otago’s rivers, lakes and various waterways, often corresponding with popular mahika kai areas and were well used for hundreds of years, connecting whānau and hapū across the motu. There are numerous traditional ara tawhito and mahika kai areas in the Vincent area. The Mata-au (Clutha River) once supported several mahika kai sites along its length where weka, papaī (speargrass), aruhe and kokopū were gathered. Alexandra sits at the junction of the Mata-au and the Manuherekia River. Kāmoanahaehae, which translates to ‘the split seas’, is the traditional name for the junction. The length of the Manuherekia, which flows between Omākau and Ophir, and its adjacent areas also supported rich mahika areas where weka, waikōura (freshwater crayfish), papaī, āruhe (fernroot), several species of duck and raupō were once gathered. A traditional ara tawhito from Loganburn to the interior also passed through the Omākau and Ophir area. The trail passed through Te Paruparu a e Kaunia (Great Moss Swamp) which is recorded as a lagoon where several species of duck, native fish and little grebe once gathered. The trail also connected to the Māori Creek route that took travellers through to the Ida Valley.

In addition to the resources gathered, the waterways themselves play a significant role in Kāi Tahu Whānui cultural traditions. The Kāi Tahu Whānui account of creation tells that initially, there was nothing but darkness. Light then emerged, and water was formed. Other forms of life followed and all forms of life remain connected through the whakapapa of the environment and the various elements of the world. Thus, to Kāi Tahu Whānui, water is a unifying element from the very creation of time and it is central to their worldview. This is reflected through the whakataukī ‘Ko te wai te ora o ngā mea kotoa – water is the life giver of all things’. Mauri (life force) binds the physical and spiritual elements of all things together, generating and upholding all life. All elements of the natural environment possess mauri and all are interconnected. The condition of water is seen as a reflection of the health of Papatūānuku. Protecting the mauri of waterways and the ecosystems within them are key priorities for Kā Rūnaka in their role as kaitiaki.

The beliefs, customs and practices from the interwoven whakapapa of Waitaha, Rapuwai, Kāti Māmoe and Kāi Tahu remain entrenched in the Central Otago landscape. These traditions and the ancestral landscape which they are associated with, hold the same importance for Kāi Tahu Whānui today and are integral to maintaining their identity as Kāi Tahu Whānui.

PAPATIPU RŪNAKA

The seven southernmost Rūnaka have varied interests in the Central Otago area:

Otago Papatipu Rūnaka:

Te Rūnanga o Moeraki - centres on Moeraki and extends from Waitaki to Waihemo and inland to the Main Divide.

Kāti Huirapa Rūnaka ki Puketeraki – centres on Karitāne and extends from Waihemo to Purehurehu and includes an interest in Otepoti and the greater harbour of Ōtākou. Their takiwā extends inland to the Main Divide sharing an interest in the lakes and mountains to Whakatipu-Waitai with Rūnanga to the south.

Te Rūnanga o Ōtakou – centres on Ōtākou and extends from Purehurehu to Te Mata-au and inland, sharing an interest in the lakes and mountains to the western coast with Rūnanga to the North and to the South.

Hokonui Rūnanga – centres on the Hokonui region and includes a shared interest in the lakes and mountains between Whakatipu-Waitai and Tawhitarere with other Murihiku Rūnanga and those located from Waihemo southwards.

Southland (Murihiku) Papatipu Rūnaka:

Te Rūnanga o Waihōpai – centres on Waihōpai and extends northwards to Te Mata-au sharing an interest in the lakes and mountains to the western coast with other Murihiku Rūnanga and those located from Waihemo southwards.

Te Rūnanga o Awarua – centres on Awarua and extends to the coasts and estuaries adjoining Waihopai sharing an interest in the lakes and mountains between Whakatipu-Waitai and Tawhititarere with other Murihiku Rūnaka and those located from Waihemo southwards.

Te Rūnanga o Ōraka-Aparima – centres on Ōraka and extends from Waimatuku to Tawhititarere sharing an interest in the lakes and mountains from Whakatipu-Waitai to Tawhititarere with other Murihiku Rūnanga and those located from Waihemo southwards.

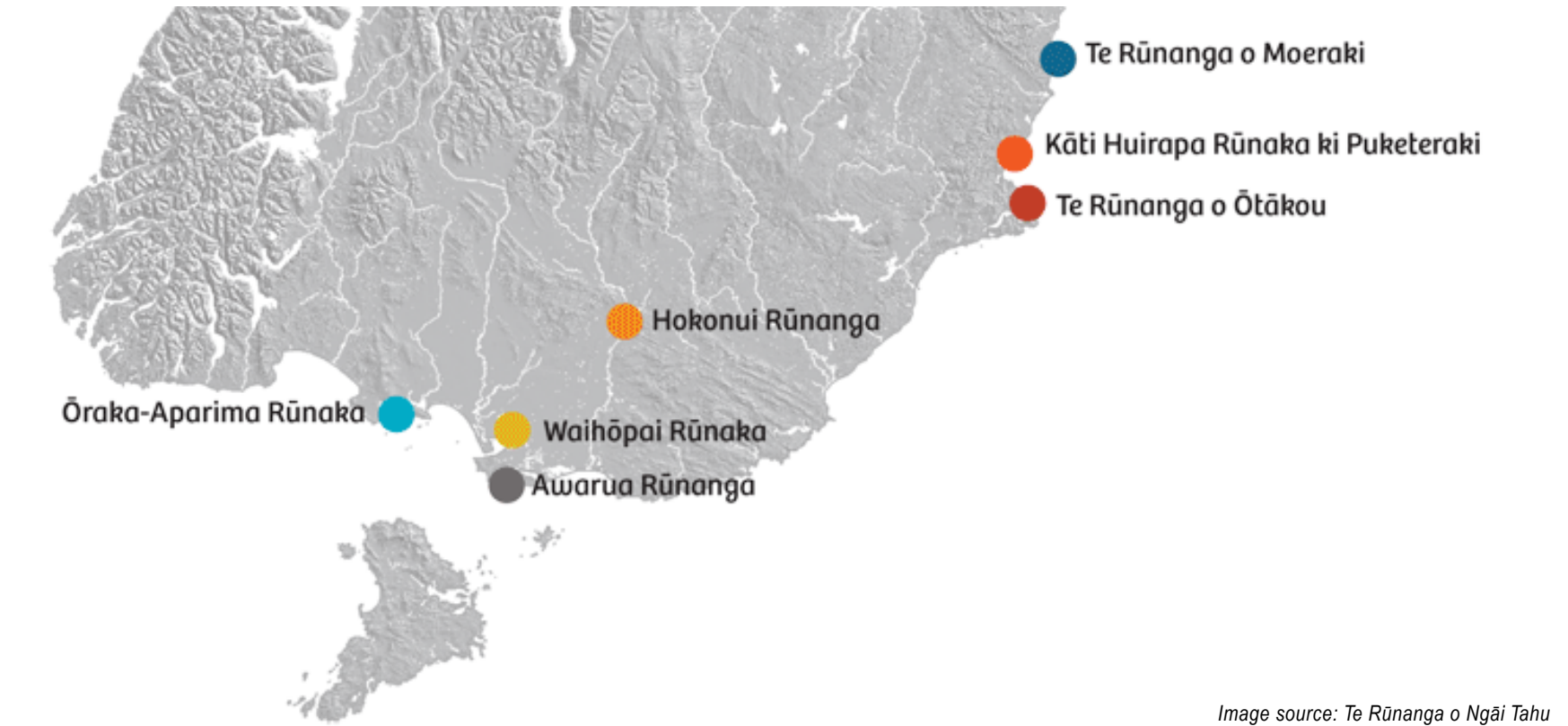


Figure 2. Ngā Papatipu Rūnanga Map

Central Otago Regional Identity

Any spatial planning process needs to understand and reflect who we are as communities and as a place.

There are few places in the world which will leave you with a lasting sense of difference. Central Otago is undoubtedly one of them, from its landscapes, its seasons, its people, its products and experiences. Together we must celebrate it and look after it. There will be many influences that could affect our unique Central Otago district, meaning it is important that we all make wise choices that last beyond this lifetime.

Central Otago's Regional Identity defines who we are and what we value within Central Otago district. Our regional identity is based around a set of values that build on the region's uniqueness and help to create the kind of place we can be proud of now and into the future. As individuals, businesses and communities we can enhance our region by standing by our regional values.

For more information visit: www.centralotagonz.com/discover/our-values



OUR REGIONAL IDENTITY VALUES



1. MAKING A DIFFERENCE

We will aspire and lead others with our special point of difference.

We stand for: Vision, being at the cutting edge, setting directions and accepting challenges.

2. RESPECTING OTHERS

We will respect our cultural and personal differences.

We stand for: Inclusive actions; harmonious positive communities.

3. EMBRACING DIVERSITY

We will recognise differences and embrace diversity.

We stand for: Freedom of ideas and different thinking.

4. ADDING VALUE

We will always ask ourselves if there is a better way – one that achieves a premium status.

We stand for: Unique experiences and quality interactions.

5. HAVING INTEGRITY

We will seek to be open and honest.

We stand for: Friendly interactions, community-mindedness and a truthful approach.

6. LEARNING FROM THE PAST

We will learn from past experiences with future generations in mind.

We stand for: Making a positive difference to tomorrow.

7. MAKING A SUSTAINABLE DIFFERENCE

We will make decisions in business with the community in mind and in harmony with the natural environment.

We stand for: Financial viability, sustainable business practices, quality and balance.

8. PROTECTING OUR RICH HERITAGE

We will protect and celebrate our rich heritage in landscapes, architecture, flora and fauna and different cultural origins.

We stand for: A living heritage.

9. MEETING OUR OBLIGATIONS

We will meet legal obligations at both a local and national level.

We stand for: Meeting building and resource consent obligations, OHS and DOC concessions.

HOW DID WE GET HERE?

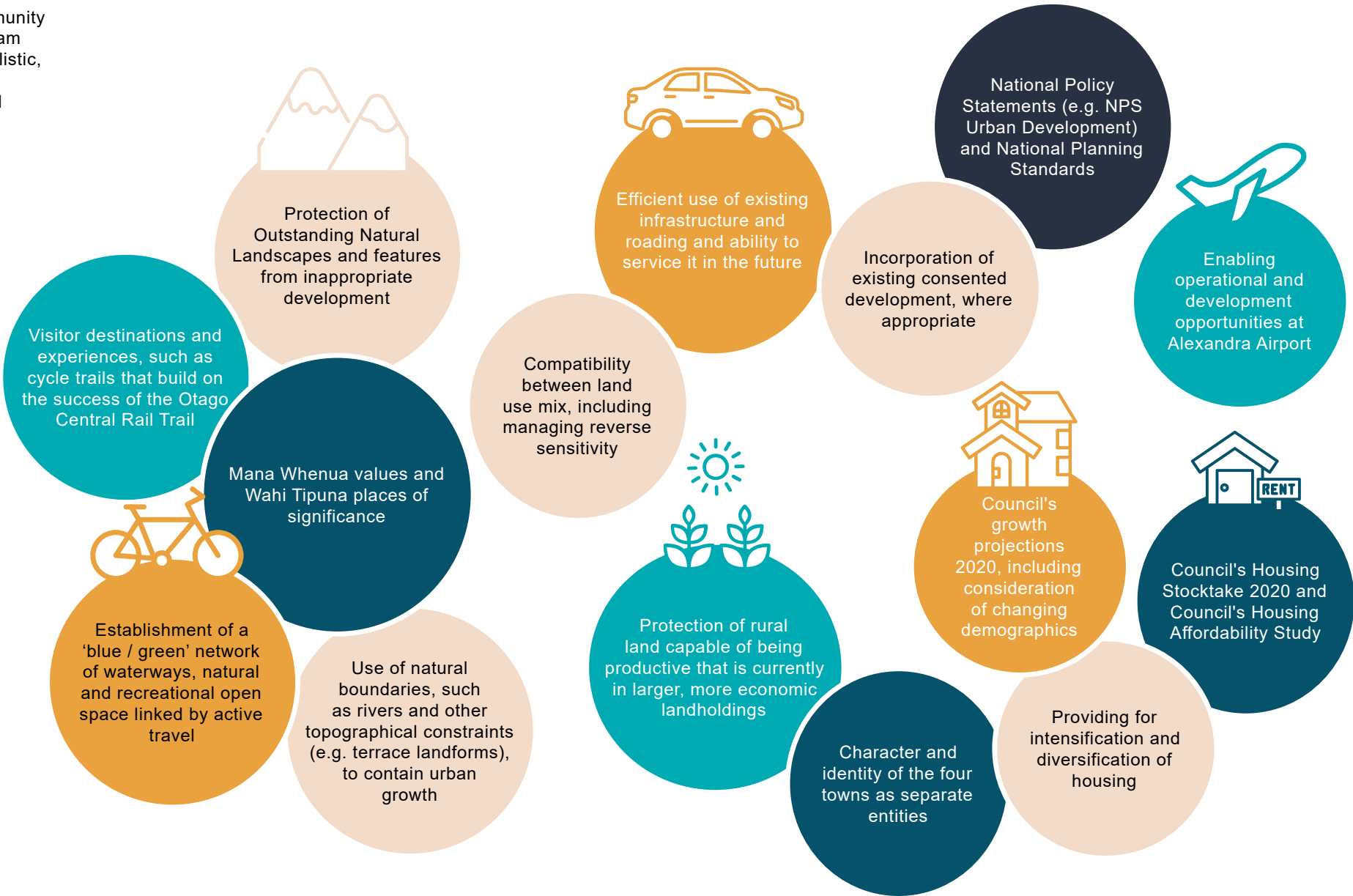
In the journey to produce this plan we have listened to the communities of the Vincent Ward. We have sought to understand their values, aspirations and concerns for the future.

We have completed several surveys, public drop-ins and workshops. We have consulted with key stakeholders — including Te Rūnaka O Kāi Tahu, Public Health South, Waka Kotahi NZTA and Otago Regional Council.

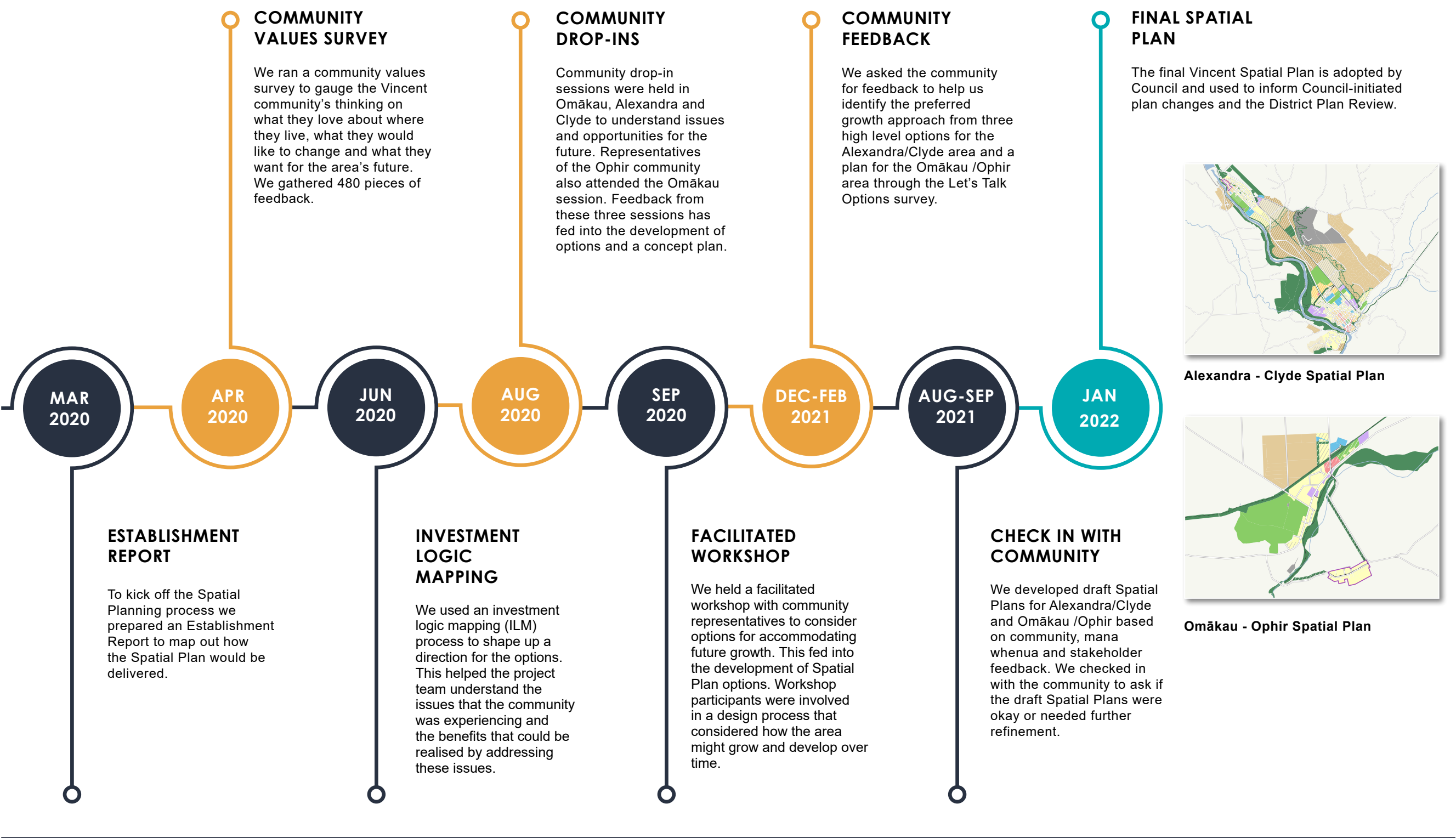
While the Spatial Planning process has been largely driven by community engagement, this has been facilitated and supported by a project team of planners, designers and engineers providing technical input. A holistic, multi-disciplined design process has been followed, incorporating evidence gathering, analysis, optioneering and testing of a preferred option.

WHAT WE CONSIDERED IN CREATING THESE PLANS FOR ALEXANDRA/CLYDE AND OMĀKAU/OPHIR

In addition to community and stakeholder feedback, some of the other constraints and opportunities considered included:



PROCESS



















COMMUNITY VALUES

The Spatial Planning development process commenced by reaching out to local communities to understand what they valued most about the place they live in as well as the things they would like to see changed in the future. Here is a summary of the feedback received.

ALEXANDRA

CLYDE

SUMMARY OF FEEDBACK FROM THE COMMUNITY VALUES SURVEY.			SUMMARY OF FEEDBACK FROM THE COMMUNITY DROP-IN SESSION AT ALEXANDRA.			SUMMARY OF FEEDBACK FROM THE COMMUNITY VALUES SURVEY.			SUMMARY OF FEEDBACK FROM THE COMMUNITY DROP-IN SESSION AT CLYDE.		
WHAT WE LIKE...	WHAT WE WOULD LIKE TO CHANGE...	WE WOULD LIKE TO BE KNOWN FOR...	OPPORTUNITIES			WHAT WE LIKE...	WHAT WE WOULD LIKE TO CHANGE...	WE WOULD LIKE TO BE KNOWN FOR...	OPPORTUNITIES		
<div>Community and lifestyle</div> <ul style="list-style-type: none">• Friendly, caring community• Peace and quiet• Relaxed and laidback• Safe	<div>Enhance our town centre</div> <ul style="list-style-type: none">• More businesses• Fill the empty shops• Redevelop the town centre• Central business and retail area	<div>A great place to live</div> <ul style="list-style-type: none">• Vibrant, caring, friendly community• Relaxed, easy going lifestyle	Improved connectivity and amenity for walking and cycling.			<div>Community and lifestyle</div> <ul style="list-style-type: none">• Small town village feel, relaxed, quaint atmosphere• Peace and quiet• Friendly community• Safe• Fewer tourists	<div>Better control of development</div> <ul style="list-style-type: none">• Restrict growth, fewer subdivisions, reduce urban sprawl• Free up land for housing• Restrict types of businesses that can operate on main street• Warmer homes	<div>A great place to live</div> <ul style="list-style-type: none">• Friendly, caring, tight-knit community• Safe• Small town atmosphere• Relaxed lifestyle	The importance of maintaining the identity and character of the area - these are key reasons why people are attracted to the area.		
<div>Natural environment</div> <ul style="list-style-type: none">• Natural, unique, beautiful, clean and diverse environment• Scenery and landscape• Wide open spaces• Rivers and lakes	<div>Improve town infrastructure</div> <ul style="list-style-type: none">• Better water quality• Better internet• Improve footpaths• More water for irrigation	<div>Our scenery and natural environment</div> <ul style="list-style-type: none">• Natural, beautiful, clean green environment• Landscapes and views• Native flora and fauna	Affordable housing options to help young people and families move into or stay in the area.			<div>Natural environment</div> <ul style="list-style-type: none">• Small town village feel, relaxed, quaint atmosphere• Peace and quiet• Friendly community• Safe• Fewer tourists	<div>Traffic and parking issues</div> <ul style="list-style-type: none">• Sort out the parking• Make the main street one way• Reduce speed limits• Less traffic	<div>Our scenery and natural environment</div> <ul style="list-style-type: none">• Beautiful landscapes• Clean and green sustainable environment	Retirement living options such as villages, smaller land parcels, continuing care.		
<div>Recreational opportunities</div> <ul style="list-style-type: none">• Walking and biking tracks and trails• Sports facilities• Fishing and hunting• Parks and rivers	<div>Protect and enhance our environment</div> <ul style="list-style-type: none">• More native trees and plants• Better air quality in winter• Noise, pest and weed control	<div>Outdoor recreation</div> <ul style="list-style-type: none">• Cycling capital of the world• Walking tracks and trails	The area has a large amount of productive rural land and businesses that employ many people. The importance of protecting productive land from residential development was a concern for many.			<div>Our history and heritage</div> <ul style="list-style-type: none">• Historical village with charm and character• Celebrates its rich history	Focus for future residential development, including infill housing and a mix of densities in new residential and rural residential areas.				
			ISSUES						ISSUES		
			Rural residential lifestyle blocks were viewed as being too large for people to maintain. It was widely suggested that the minimum lot size could be reduced.						High density housing and infill (housing that is added into an already-approved subdivision or neighbourhood and increases the density of an area) has the potential to negatively impact on the character of the area.		
			A lack of readily available land, and the potential for land banking was viewed as creating issues with the availability of affordable housing.						The capacity and quality of existing infrastructure (roads and water services) to meet future growth (scale and location).		
									A lack of readily available land, and potential for land banking, creating issues with the availability of affordable housing in the area.		

OMĀKAU / OPHIR

SUMMARY OF FEEDBACK FROM THE
COMMUNITY VALUES SURVEY.

WHAT WE LIKE...

Community and lifestyle

- Community spirit
- Peace and quiet
- Laidback, small town feel
- Safe

Natural environment

- Wide open spaces
- Landscapes
- Clear night skies
- Views

Recreational opportunities

- Mountain biking
- Easy access
- Hunting, fishing
- Walks

WHAT WE WOULD LIKE TO CHANGE...

- A community hub
- Better rubbish collection
- Mail and courier delivery
- Public toilets
- Better roads
- No dairy farms
- Cleaner waterways
- More commercial and residential space

WE WOULD LIKE TO BE KNOWN FOR...

A great place to live

- Friendly environment
- Safe
- Community oriented

Our scenery and natural environment

- Clean
- Beautiful
- Green

Outdoor recreation

- Mountain biking
- Biking trails

SUMMARY OF FEEDBACK FROM THE
COMMUNITY DROP-IN SESSION AT OMĀKAU

OPPORTUNITIES

More affordable housing options to help young people and families move into or stay in the area.

The importance of maintaining the identity and character of the area - these are key reasons why people are attracted to the area.

Improved connectivity for walking and cycling.

Retirement living options such as villages, smaller land parcels, continuing care.

ISSUES

A lack of readily available land, and potential for land banking, creating issues with the availability of affordable housing in the area.

Industrial land use is scattered amongst the town centre and residential areas.

The capacity and quality of existing infrastructure (roads and water services) to meet future growth (scale and location).



Image source: Miles Holden / Tourism Central Otago

WHAT'S DRIVING CHANGE IN VINCENT?

The pressures of population growth are affecting our rural and urban areas.



INCREASING PROPERTY PRICES AND AFFORDABILITY ISSUES.

A lack of choice in housing types is impacting on affordability. The housing market has limited diversity, affecting housing choices and price points, reducing affordability and failing to meet community needs.



A LACK OF LAND FOR FUTURE DEVELOPMENT.

This is limiting building options, inhibiting growth, and impacting on the viability of businesses.



PERSISTENT COMMERCIAL DEVELOPMENT BEYOND THE ALEXANDRA TOWN CENTRE.

This diminishes the vibrancy of the town centre, affecting its ability to attract locals, visitors and investment.



POPULATION GROWTH PROJECTIONS.

These show us how the population could grow over the coming decades. As an example, population projections indicate that by 2050 the Alexandra/Clyde area will need over 2,500 more houses.



THE EFFECTS OF RESIDENTIAL DEVELOPMENT MOVING INTO RURAL AREAS, AND THE SUBSEQUENT IMPACT ON THE LANDSCAPE AND ENVIRONMENT.

As the population continues to grow, demand increases for residential and lifestyle properties in areas previously only used for productive purposes.

Approximately 30 per cent of Vincent's housing growth has occurred in rural areas over the past 10 years. This can create conflict, as residential properties are increasingly located in areas where horticultural or agricultural activities have traditionally taken place.

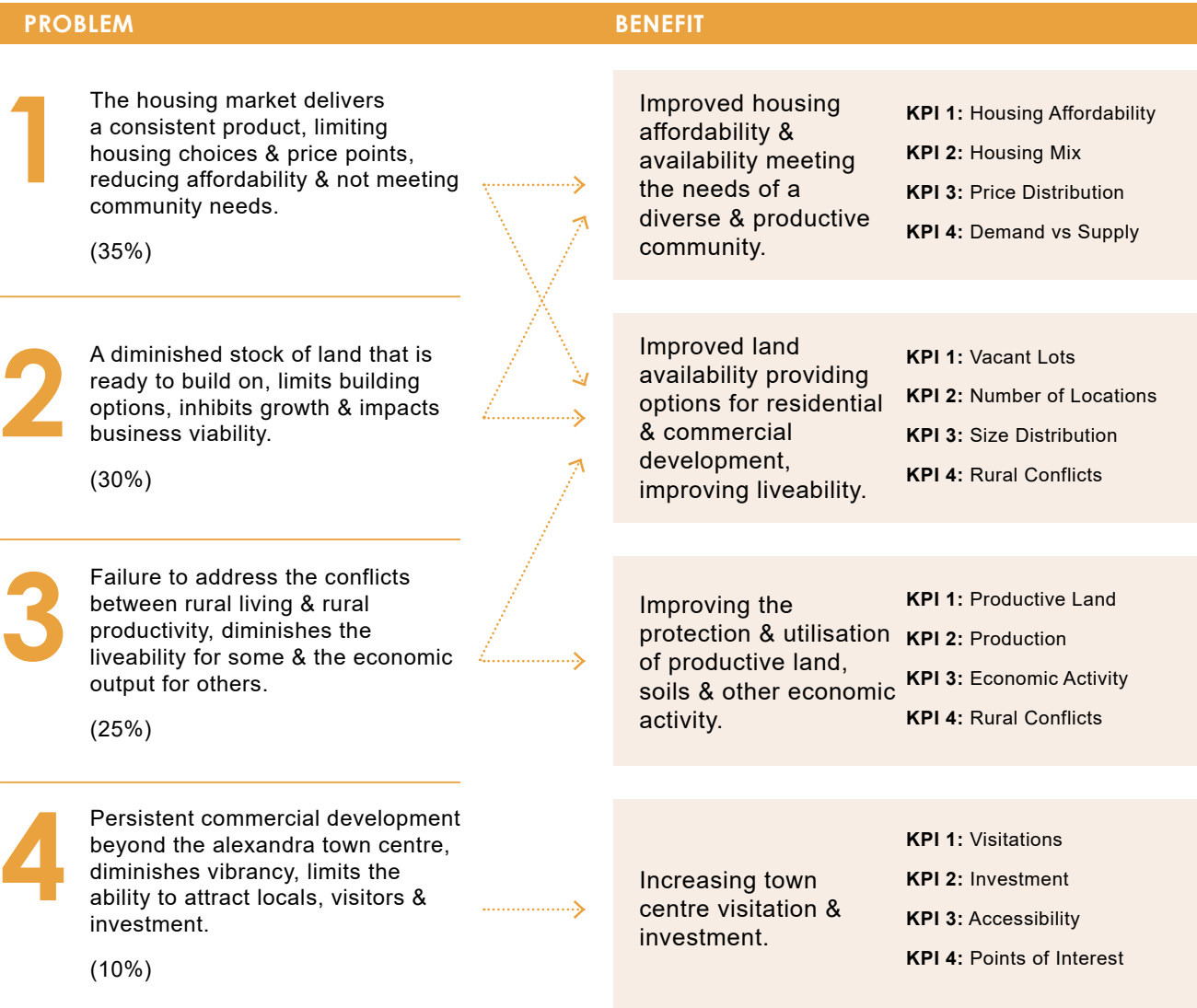
The development of smaller-sized lifestyle sections is also reducing the amount of productive land available. This could have unwanted impacts on the local economy and on Central Otago property values.

UNDERSTANDING THE PROBLEM




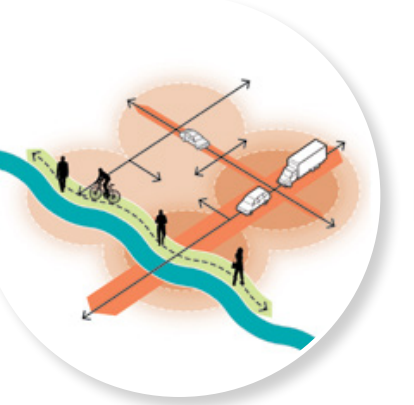
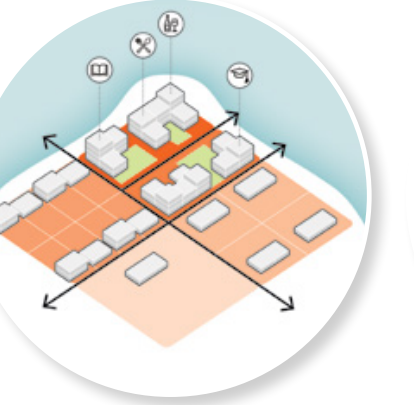
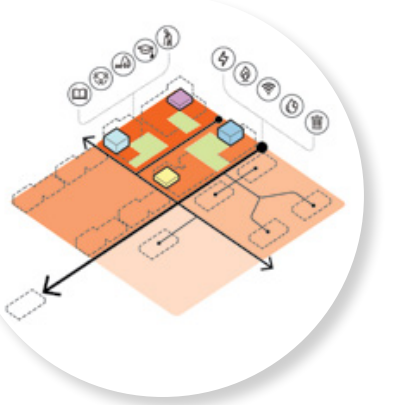
To help understand the problems faced in the Vincent area, and the benefits that could be achieved by addressing these challenges, the spatial planning team used a process called Investment Logic Mapping (ILM). Investment Logic Mapping brings together key stakeholders to develop early agreement on problems, outcomes and benefits before any investment decisions are made or a specific solution is identified.

This process ensured the Vincent Spatial Plan focused on addressing the main issues being faced by the community and created four investment objectives (or ILM benefits) that were used to measure and evaluate the options developed through this process.

The ILM workshop was held in June 2020. Participants at this workshop included a cross section of the community to ensure a representative view was heard and understood.



SPATIAL PLANNING PRINCIPLES

ENVIRONMENT	CHARACTER	MANAGED GROWTH	ACCESSIBILITY	HOUSING CHOICE	INFRASTRUCTURE
Protect and celebrate our values landscapes  <ul style="list-style-type: none"> Conserve, restore and enhance the health of our natural systems. Protect and enhance existing biodiversity by improving indigenous flora and fauna of value to Kāi Tahu. Foster people's relationship with water by maintaining and enhancing accessible public frontages along the Mata-au/Clutha and Manuharekia Rivers and Waikirikiri Creek. Provide walking and cycling access, and amenity and ecological links between larger reserves, through the use of linear open spaces such as green corridors. Provide appropriate separation or buffering for environmental protection. Protect Outstanding and Significant Natural Landscapes of the district. 	Reinforce an authentic local character and identity  <ul style="list-style-type: none"> Acknowledge and communicate Kāi Tahu narratives, including connections to cultural landscapes (wāhi tūpuna) and place names. Recognise the past and present story of Vincent, including the historical and contemporary associations of iwi, early trade routes, gold mining, hydro development, farming and settlement patterns. Promote and celebrate the Central Otago Regional Identity Values, including strengthening connections to the wider landscape and offering a wide variety of activities for visitors that are unique to the Central Otago experience Develop the built form of townships by designing their scale and activity mix with sensitivity to areas of recognised heritage and character and establishing a cohesive design language that responds to local distinctiveness of place. 	Manage urban form to achieve an effective and efficient pattern of development  <ul style="list-style-type: none"> Retain the productive capacity of rural areas by clearly defining growth areas and protecting the fragmentation of land around the townships. Use an identifiable and enduring urban boundary for Alexandra-Clyde that recognises the valued productive and landscape setting and protects the wider Basin from encroaching development. Understand natural hazard constraints, potential climate change impacts and infrastructure constraints. Locate the highest densities within a comfortable walking distance of the town centres, community facilities and public open spaces, which generally provide the highest convenience and amenity. Ensure that industrial land is retained and well utilised to support the economic growth of our communities while managing reverse sensitivities. 	Create convenient, legible and accessible movement networks  <ul style="list-style-type: none"> Link key destinations with major transport routes and movement networks. Provide a range of convenient and pleasant walking and cycling options that link residents to key destinations to reduce local car use, promote physical activity and minimise car parking requirements. Integrate recreational trails with waterways and green corridors to readily access the wider landscape and create a network of non-trafficked circuits. Support and grow the regional cycle trail network. Improve connectivity of the public realm within and beyond Alexandra/Clyde, particularly south along the Mata-au/Clutha River and Manuharekia River; Waikirikiri Creek and east along the Otago Central Rail Trail. 	Foster increased diversity in housing choices  <ul style="list-style-type: none"> Provide sufficient residential capacity to meet the projected residential demand in balance with cultural and landscape values. Enable a wider mix of housing typologies to accommodate a range of different lifetime, lifestyle and affordability needs of the community. Ensure that seasonal workers and other short-term workers are accommodated for. 	Invest in infrastructure that is sustainable and resilient  <ul style="list-style-type: none"> Target urban forms and building typologies that have reduced environmental footprints and reduce the reliance on and cost of infrastructure. Select appropriate sites and systems to maximise effectiveness, while managing amenity and reverse sensitivity impacts. Provide social infrastructure to serve the changing and growing needs of the community and wider rural services. Utilise resilient design principles to safeguard movement, communications, and other critical services and infrastructure.

HOUSING CHOICE

Housing in the Vincent Ward tends to be traditional and stand-alone. We are used to larger sections, larger types of houses and plenty of space. With social, demographic, financial and environmental changes, there is likely to be a greater demand for wider housing choices with good access to open space and facilities. Specifically providing for a range of densities and housing types will assist by providing more affordable options.

The graphics here show a range of housing choices and densities (how many houses there are in a given area) to be provided for in the future. These different housing densities are represented in the Spatial Plan maps. The hatched areas on the maps relate to areas of land use change, either from one land use type to another (e.g. rural to residential) or a change in density within a land use type (e.g. low density to medium density).

DESIGN GUIDELINES

There is a specific environmental and built character in Central Otago, and design guidelines will be developed to support future District Plan provisions for medium density developments. These will inform how housing should be developed, ensuring it complements our landscape and heritage, and fits the look and feel of the towns. Design guidelines would cover aspects such as site layout, building forms, façade treatments, material palettes, open space, car parking and a range of other design elements.

MEDIUM DENSITY RESIDENTIAL



TYPICAL SECTIONS	200 - 350 sqm
DENSITY	20 - 35 DW / HA
TYPICAL HOUSING TYPES	Semi attached terrace houses, attached terrace houses, low rise apartments

- QUALITIES:
- Vibrant urban living with opportunities for a diversity of informal social contact.
 - Close proximity to town centres / neighbourhood shops, community facilities and pocket parks.
 - Accommodates smaller household sizes.
 - Most affordable through efficient use of land and comprehensive construction techniques.
 - Lowest maintenance ‘lock and leave’ homes that allows most time for local recreation and social activities.
 - Reduces reliance on cars with ability to walk and cycle to more destinations.
 - Limited garage and car parking spaces on site with more comprehensively managed parking in common areas or on-street.

LOW DENSITY RESIDENTIAL



TYPICAL SECTIONS	400 - 900 sqm
DENSITY	10 - 20 DW / HA
TYPICAL HOUSING TYPES	Detached house

- QUALITIES
- Suburban living with opportunities for informal social contacts within local street or neighbourhood.
 - Walking or cycling distance to neighbourhood shops and local parks.
 - Short drive to town centres and community facilities.
 - Accommodates small to large household sizes with yard spaces for children’s play.
 - More affordable through comprehensive subdivisions and use of volume housing providers.
 - Lower maintenance on properties that allows some time for local recreation and social activities.
 - Garage and on-site car parking spaces for several cars with unmanaged on-street parking.

LARGE LOT RESIDENTIAL



TYPICAL SECTIONS	1,000 - 4,000 sqm
DENSITY	2 - 10 DW / HA
TYPICAL HOUSING TYPES	Detached houses on a large section

- QUALITIES**
- Open garden setting and quieter living environment with opportunities for informal social contacts within local area.
 - Some ability to be self-sufficient with vegetable gardens and chickens.
 - More reliance on cars to access most destinations.
 - Accommodates large household sizes with generous yard spaces for adult recreation and children's play.
 - Less affordable through larger lot sizes and higher infrastructure costs.
 - Higher property maintenance allowing less time for local recreation and social activities.
 - Garage and on-site car parking for multiple cars on site.

RURAL RESIDENTIAL



TYPICAL SECTIONS	0.5 - 2 ha
DENSITY	1 - 2 DW / HA
TYPICAL HOUSING TYPES	Detached houses on a rural section

- QUALITIES**
- Open landscape setting adjacent to working rural areas with some opportunities for informal social contact between neighbours.
 - More ability to be self-sufficient with larger vegetable gardens and small livestock.
 - More reliance on cars to access most destinations / goods and services.
 - Accommodates large household sizes with generous yard spaces for adult recreation and larger children's pets.
 - Less affordable through large property sizes and more infrastructure provision on-site.
 - Higher property maintenance allowing less time for local recreation and social activities.
 - Garage and on-site car parking for multiple cars and service vehicles.

RURAL LIFESTYLE



TYPICAL SECTIONS	2 - 4 ha
DENSITY	0.25 - 0.5 DW / HA
TYPICAL HOUSING TYPES	Detached houses on a rural section

- QUALITIES**
- Open landscape setting within working rural area with limited opportunities for informal social contact.
 - Most ability to be self-sufficient and to run a small scale economic unit with larger livestock and / or intensive horticulture.
 - Most reliance on car access to all destinations / goods and services and other vehicles to service the property.
 - Accommodates large household sizes with generous yard spaces for adult recreation and larger children's pets.
 - Less affordable through large property sizes and more infrastructure provision.
 - Highest property maintenance allowing less time for local recreation and social activities.
 - Garage and on-site car parking for multiple cars and service vehicles.

SPATIAL PLANS: ALEXANDRA AND CLYDE



Image source: Tim Bardsely Smith

ALEXANDRA AND CLYDE

Central Otago is the driest region in New Zealand receiving less than 400mm of rainfall annually. No area of New Zealand has a climate where the hot dry summers and cold dry winters more closely approximate a semi-arid 'continental' climate than Central Otago. Alexandra and Clyde are almost exclusively identified annually as the driest centres in New Zealand.

Alexandra is strategically located at the junction of the Mata-au/Clutha and Manuharekia River. Both rivers were used by Kāi Tahu for mahika kāi (food gathering). The traditional name for the junction is Kāmoanahaehae, which translates to 'split seas'.

The Alexandra township was established as a gold rush town during the 1860s. Today the town is renowned for its warm dry climate, its recreational opportunities, and as a popular domestic holiday spot.

In goldmining days the original orchards in the area served the mining community. However the area's dry climate and semi-arid soils, combined with irrigation, meant that over time horticulture expanded rapidly to become a mainstay of the town's economy today.

Alexandra is a service centre for the local primary industries - agriculture, horticulture and viticulture sectors. Tourism is also an important contributor to the local economy. The town is home to a range of retail, commercial and industrial businesses and is a regional administrative centre for government agencies.

The area is mainly populated by families but is also home to many retirees. Alexandra's population increases in the summertime with visitors, holidaymakers and seasonal workers.

There is a breadth of sporting facilities in Alexandra and the area is popular with mountain-bikers, cyclists and walkers who appreciate the spectacular natural environment.

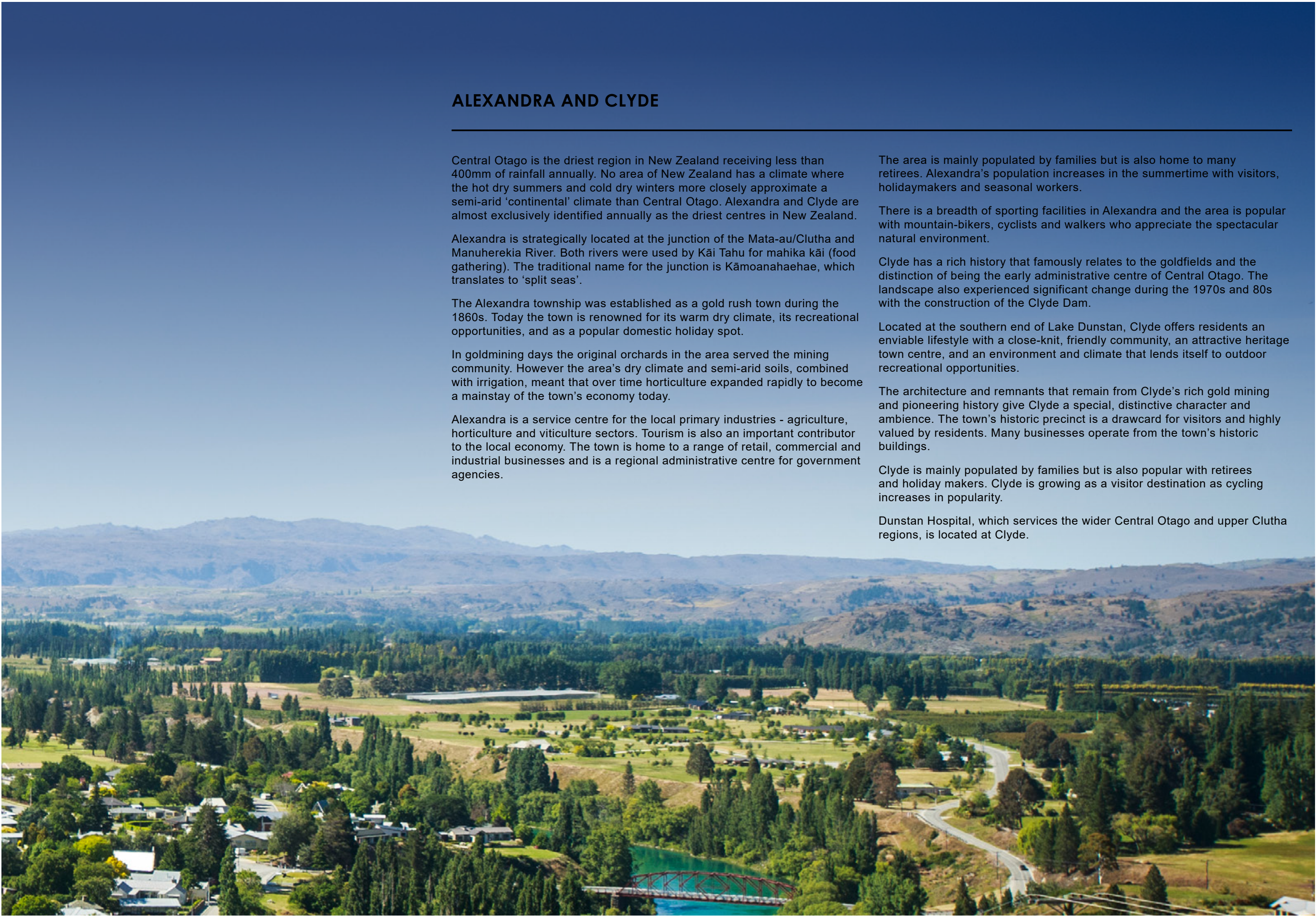
Clyde has a rich history that famously relates to the goldfields and the distinction of being the early administrative centre of Central Otago. The landscape also experienced significant change during the 1970s and 80s with the construction of the Clyde Dam.

Located at the southern end of Lake Dunstan, Clyde offers residents an enviable lifestyle with a close-knit, friendly community, an attractive heritage town centre, and an environment and climate that lends itself to outdoor recreational opportunities.

The architecture and remnants that remain from Clyde's rich gold mining and pioneering history give Clyde a special, distinctive character and ambience. The town's historic precinct is a drawcard for visitors and highly valued by residents. Many businesses operate from the town's historic buildings.

Clyde is mainly populated by families but is also popular with retirees and holiday makers. Clyde is growing as a visitor destination as cycling increases in popularity.

Dunstan Hospital, which services the wider Central Otago and upper Clutha regions, is located at Clyde.



UNDERSTANDING THE CONTEXT

The existing Alexandra and Clyde townships and their context have been broken down into specific themes for analysis to help inform the Spatial Plan process from a technical perspective. These themes have been analysed primarily through desktop research and reveal existing patterns that can be used to identify constraints and opportunities within the Spatial Plan area.

CULTURAL VALUES

Mata-au/Clutha and Manuherekia Rivers were both used by Māori for mahika kāi (food gathering) and associated kāinga nohoanga (seasonal occupation). The Mata-au/Clutha was an important ara tawhito (traditional trail), providing direct access into Lake Wānaka, Hāwea and Whakatipu Waimāori (Lake Wakatipu) from coastal Otago. More recent built and archaeological heritage is reflective of European and Chinese history. Both Alexandra and Clyde were established as gold rush towns in the 1860s. There are two main concentrations of built heritage evident today, which are located at both the Alexandra and Clyde town centres. These include a range of historic buildings and places, including two Historic Place Category 1 heritage items of significant cultural value, being the Former Alexandra Bridge, Alexandra, and Benjamin Naylor's Store and associated buildings, Clyde.



- Archaeological sites near river (50m)

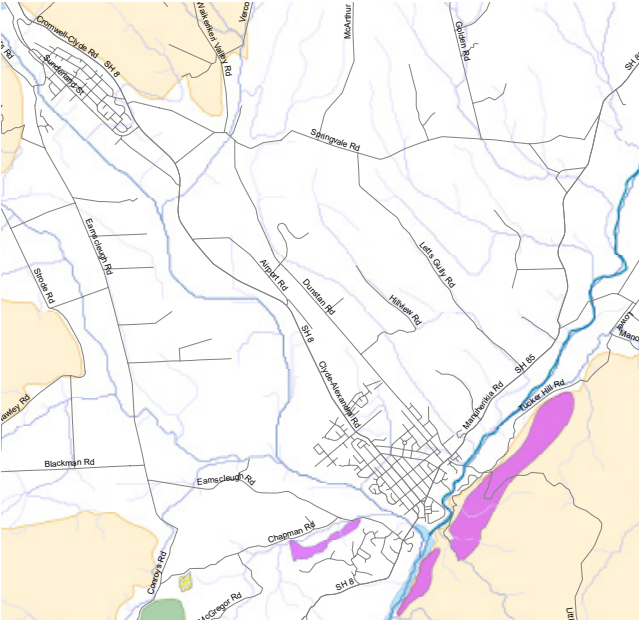
Historic places near river (50m)

CODC Heritage building, place or object
- All other archaeological sites

All other NZHPT sites

LANDSCAPE VALUES

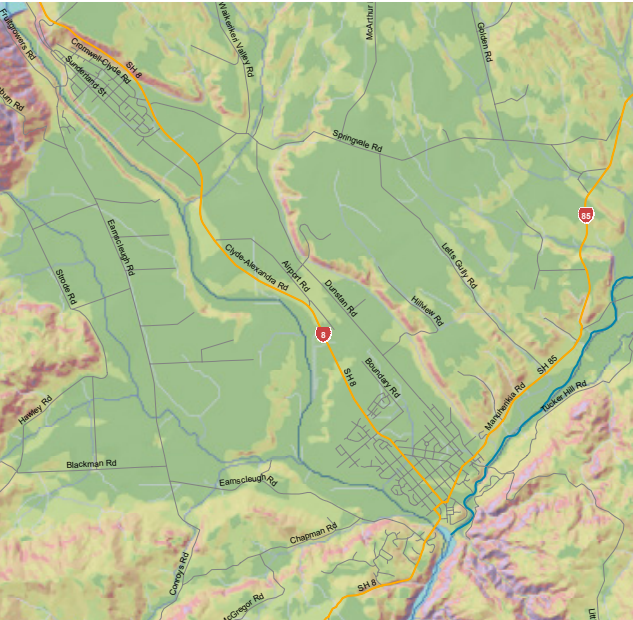
Alexandra and Clyde are surrounded by Significant Amenity Landscapes that form the Alexandra Basin. Foothills and lower slopes define the area to the south and south-west, including the significant landscape feature of Flat Top Hill. These landscapes are distinguished by the generally rolling hills and deeply incised gullies, heavily indented terrain, as well as rocky tors, cliffs and gulches. Clyde is defined by significant mountain ranges, including the Dunstan and Cairnmuir Mountains. Both towns are located along the Mata-au/Clutha River, which is particularly deep and strong flowing, and the Manuherekia River on the southern edge of Alexandra. The rocky gorge is identified as an Outstanding Natural Feature, as the semi-arid schist outcrops provide a distinctive and spectacular backdrop to the town.



- CODC Outstanding Natural Landscape
- CODC Outstanding Natural Feature
- CODC Significant Natural Value
- CODC Significant Amenity Landscape

SLOPE

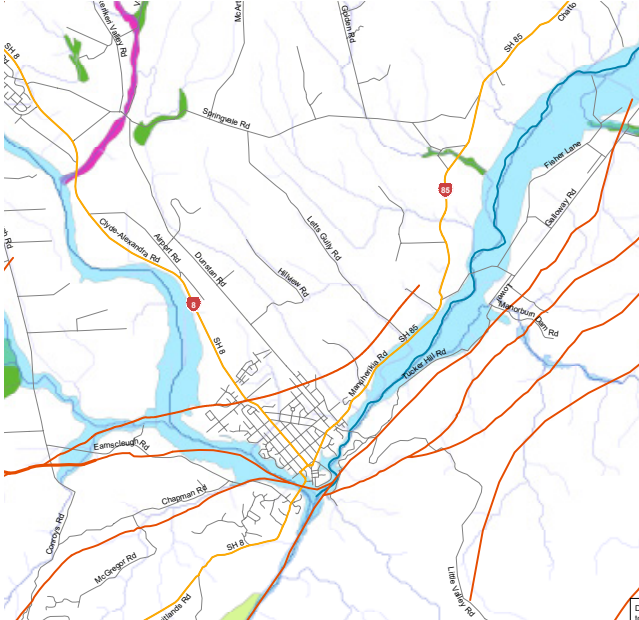
Alexandra and Clyde are situated on river terraces in the relatively flat parts of the Alexandra Basin. The generally wide open spaces allow views of the surrounding ranges, including the Dunstan and Cairnmuir Mountains with peaks of over 1600m above sea level. Upper terrace embankments define a relatively wide corridor of flat land between the two towns and visually screen Alexandra Airport and other rural residential areas to the north-east.



- < 3°
- 3 - 7°
- 7 - 15°
- 15 - 25°
- 25 - 34°
- > 34°

NATURAL HAZARDS

The Mata-au/Clutha is an active river bed with associated floodplains and generally confined within its deeply incised banks. However, some flood prone areas exist near the confluence with the Manuherekia River, to the north and south of the Alexandra town centre. A floodplain further upstream of the Manuherekia River constrains the extent of potential developable flat land to the immediate north of State Highway 85 near the junction of Letts Gully Road. South of Clyde, Waikirikiri Creek is identified as an area where more recently active (e.g. <20 years) parts of a larger fan landform occurs and are closely associated with its stream bed activity.

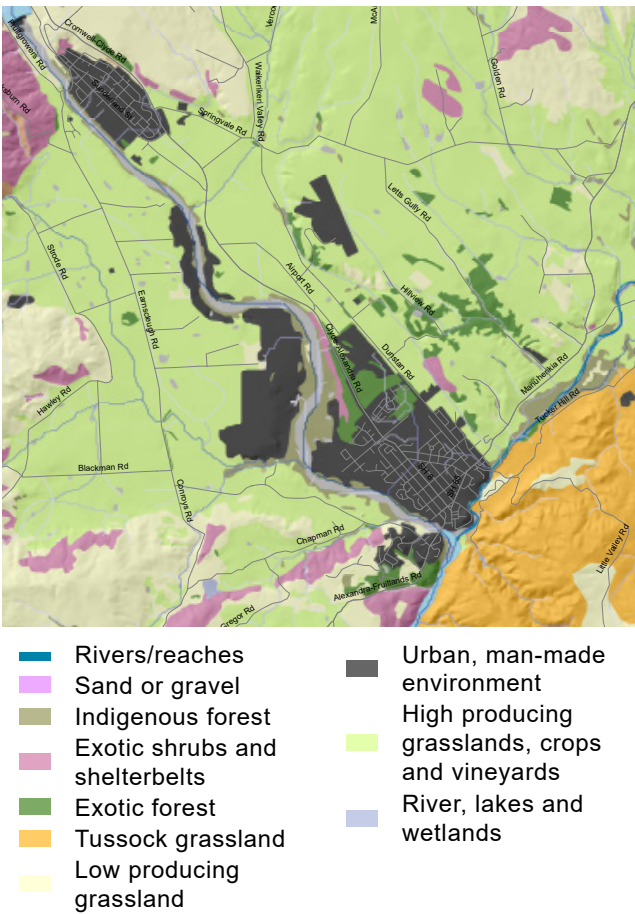


- Flood hazard
- Existing Landslip
- Fan Active Bed
- Fan Recently Active
- Seismic Active Fold
- Definite Active Fault
- Likely Active Fault
- Possible Active Fault
- Potentially Active Fault

LANDCOVER

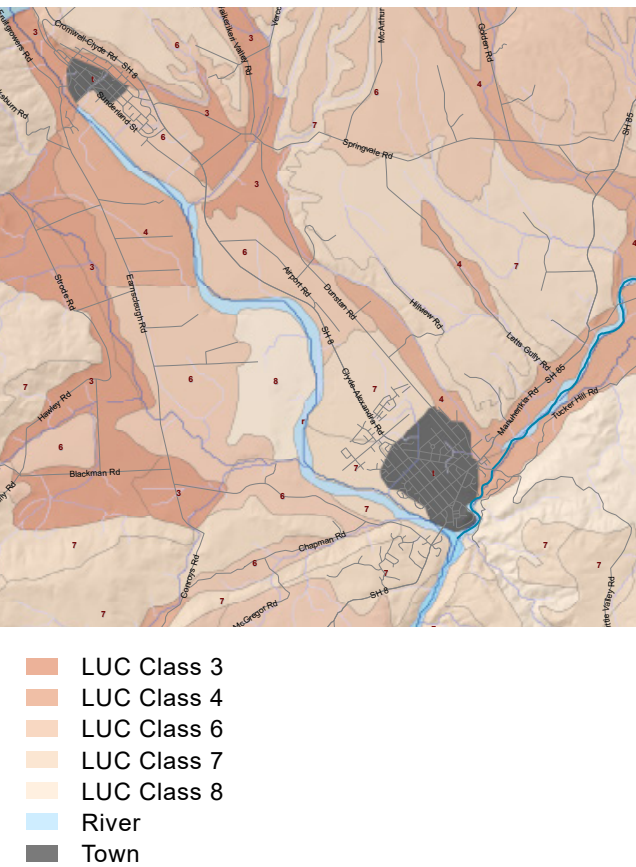
The towns of Alexandra and Clyde currently split the study area into two distinct urban areas. Both towns are predominantly on the northern side of the Mata-au/Clutha River, although parts of Alexandra have jumped the river to the south. There are also several outlying man-made areas, including Alexandra Airport and the historic Earnscleugh Tailings.

The Mata-au/Clutha River flood plain is low-lying and dominated by swamplands, typically with dense willow-cover. Flat terraces, gullies and toe slopes within lower parts of the Alexandra Basin are dominated by rural and horticultural areas, such as grazing paddocks and orchards, with some pine plantation forests. The terrace embankments are also covered in exotic plantings, mainly pine trees, and low producing grassland. The surrounding foothills are typically tussock grasslands.



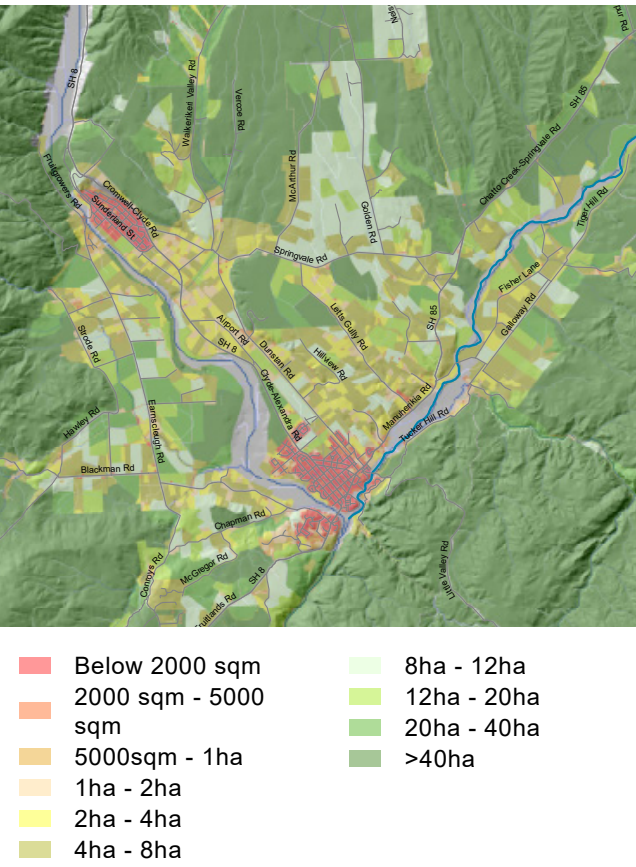
LAND USE CAPABILITY (LUC)

Soils within the Clutha Valley are evenly distributed between Land Use Capability (LUC) Class 3, 4, 6, 7, and 8 with no soils currently classified as Class 1 or 2. Classes beyond 1 and 2 are capable of sustaining a range of productive uses. This is evident in areas such as Earnscleugh and Springvale that provide opportunities for highly productive land for specific types of horticulture, such as stone fruit, within LUC Classes 3 - 6 in conjunction with the application of water. It is important that urban growth around Alexandra and Clyde considers opportunities to provide ongoing values and benefits for the area associated with its use for primary production and manages any potential reverse sensitivities between them.



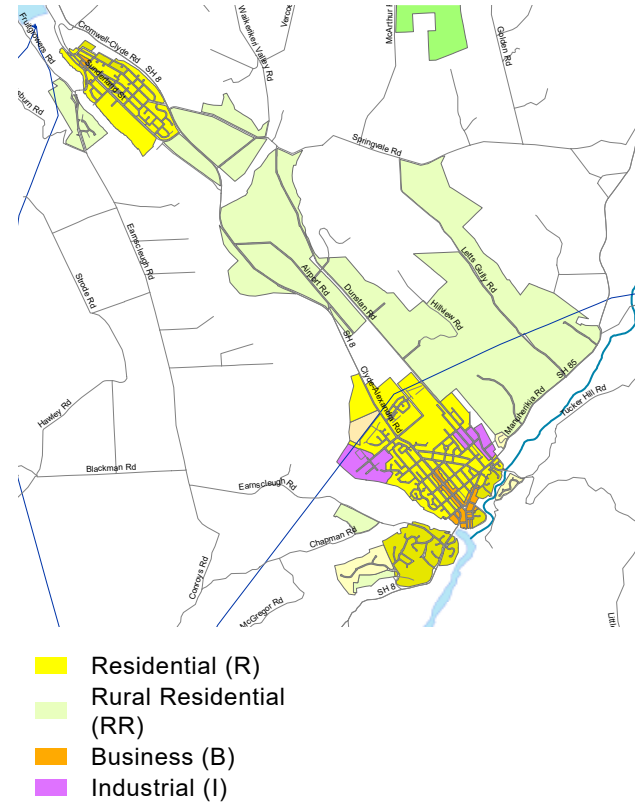
LOT SIZE

Smaller lots (hotter colours), broken up into a diverse range of ownerships, tend to be within the more established urban areas of Alexandra and Clyde and are more suited to smaller lot aggregation and incremental infill. Moderately sized tracts of land (warmer colours) on the outskirts of the two towns, generally between four and 20 hectares in size, present opportunities for comprehensive greenfield development, open space provision and linkages. The remaining moderately size lots between the two towns are largely utilised for rural residential uses with potential for further subdivision down to more manageable sizes. The largest lots (cooler colours) tend to be more economically viable rural / horticultural blocks, high country stations or conservation land that can provide recreational opportunities near the towns.



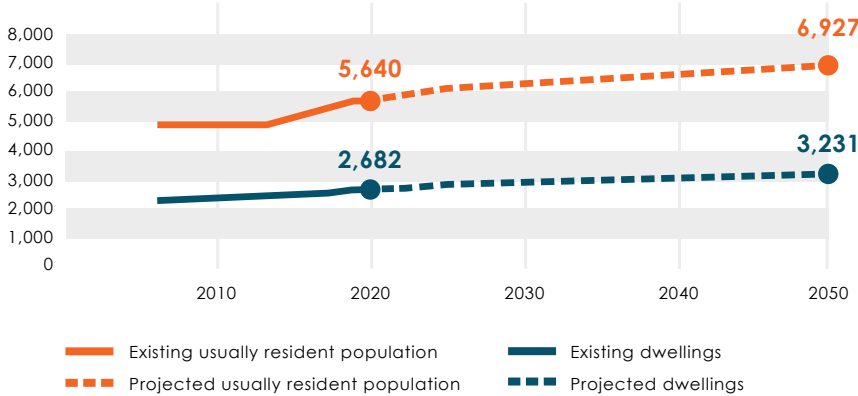
STATUTORY CONTEXT

The existing zoning is a simple mix of Business, Residential, Rural Residential and Rural land uses. Both Alexandra and Clyde have town centres near key river crossings where the towns have progressively expanded. In Alexandra, the Business Zone also extends along Centennial Avenue and Tarbert Street. Alexandra is also the only town with Industrial Zones, split between its eastern and western edges. The remaining Residential Zone, the equivalent of low density housing, is also the underlying zone for several community facilities and open spaces. The Rural Residential Zone spans between the two towns, along the Clyde-Alexandra (SH8) and Dunstan Roads, or fringes each town to the south-west (Old Golf Course Road) and north-east (Lets Gully Road). Rural zoned land occupies the Earnscleugh, Galloway and Springvale areas.



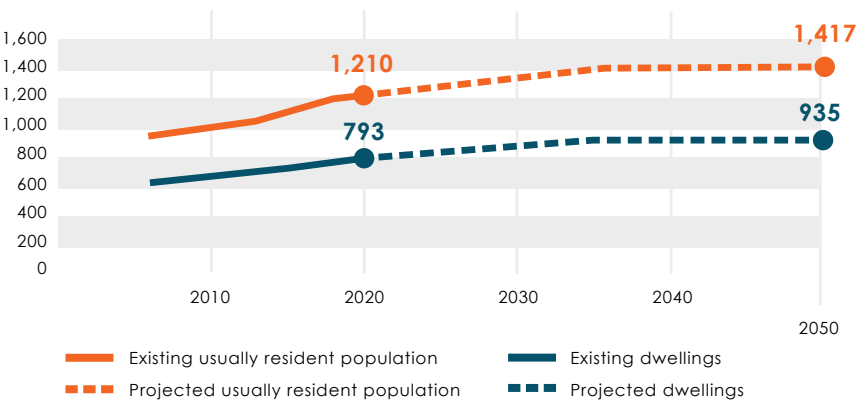
THE SPATIAL PLAN FOR ALEXANDRA AND CLYDE AREAS

ALEXANDRA GROWTH PROJECTIONS



Alexandra is the largest township in the Vincent Ward and is home to 5,640 residents. The population is projected to grow by 20 per cent to 6,927 by 2050. Based on the current dwelling occupation rate of 2.14 people per dwelling, it is expected that Alexandra will require approximately 550 new dwellings in the period to 2050.

CLYDE GROWTH PROJECTIONS



Clyde has a usually resident population of 1,210 and this is projected to increase to 1,417 by 2050. Using a similar methodology to Alexandra, the growth in dwellings was estimated from the current occupation rate of 1.52 people per dwelling. The number of dwellings in Clyde is expected to increase from 793 to 935 by 2050. As you can see by the figure below, growth slows after 2030, due an aging population, resulting in an increased number of deaths and an increased number of people leaving the area for healthcare reasons.

Growth projections were prepared for the Central Otago District in 2020 and have been used to inform the Vincent Spatial Plan. The growth projections for the Vincent Ward indicate that between 2020 and 2050 the urban population will increase by 5,300 people, meaning we have to allow for an additional 2,500 houses by 2050. The growth projections for Alexandra and Clyde are both small subsets of the Vincent Ward. The ward also includes Earnsclough, Dunstan-Galloway and part of the Mauherekia-Ida Valley.

The demand for housing is driven in part by growth but there is also a change in demographics, which is reducing household sizes and impacting on affordability. This is likely to result in a greater number of dwellings being built to meet the demand. The Vincent Spatial Plan provides for a greater yield in terms of the potential number of residential units and this will allow for a variety of housing types and household sizes to meet future demand.

The Vincent Spatial Plan proposes managing growth by infilling existing residential areas around the centres of Alexandra and Clyde; well-defined areas of greenfield expansion along the edges of the two towns; and consolidation of the existing rural residential land available between Alexandra and Clyde.

With this approach to growth the proposed Spatial Plan would provide for a complementary mix of land uses and maintain the ability to carefully manage any conflicts that may arise, such as reverse sensitivity. It would provide for a diversity of housing types to meet future housing needs and to support vibrant town centres. To achieve this, it would create a transition from medium density residential housing through to rural lifestyle within clear urban boundaries, protecting potentially productive land. It would include more compact residential housing options where there is convenient access to town centres and community facilities.

The Spatial Plan primarily illustrates the proposed spatial arrangement of commercial centres, industrial areas, a mixture of residential housing options and open space. The plan also identifies smaller rural residential allotments between Alexandra and Clyde, that are to be connected to Council's reticulated water supply. Other areas for new rural residential allotments were considered but have not been included in the Spatial Plan for a variety of reasons, such as reverse sensitivity to noise resulting from lifestyle properties' close proximity to permitted rural activities, community feedback about conversion of productive land for lifestyle purposes, and difficulty in providing reticulated water supply.

The Plan will improve Alexandra and Clyde's urban form, creating a closer relationship between land use and the movement network. This will enhance accessibility around town and to neighbourhood centres and main routes. The proposed land-use pattern establishes a clear hierarchy to optimise development opportunities and support growth areas, while responding to constraints, sympathising with the natural environment and town character.

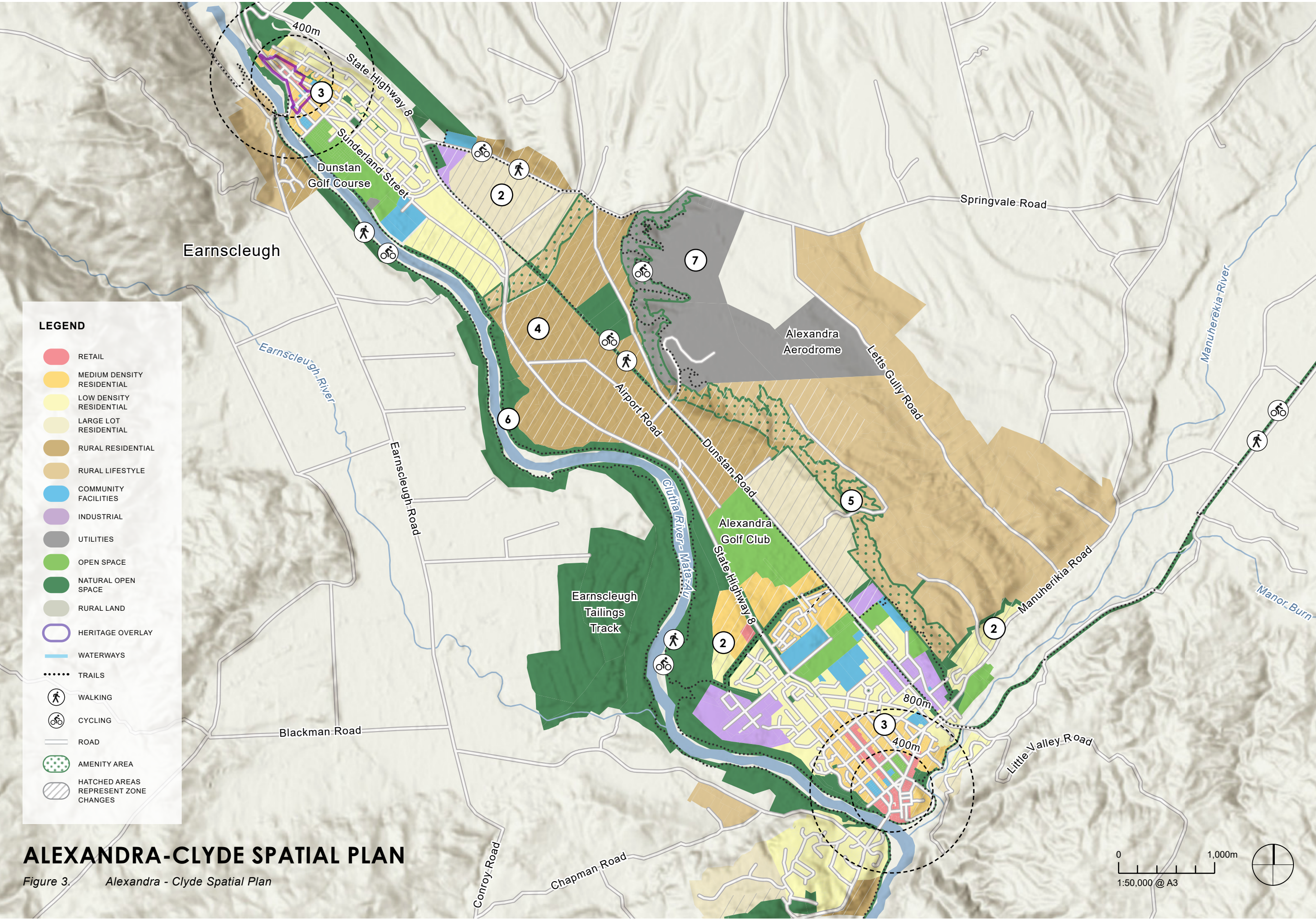
A balance is struck between encouraging residential intensification/ regeneration in existing areas and new greenfield development to facilitate housing choice and affordability. Areas of medium density residential housing generally align with town and neighbourhood centres for convenient accessibility, encouraging a critical mass of residents to increase urban vitality.

Social/community infrastructure and commercial/industrial employment areas are generally already well-provided for with only modest growth proposed.

An Amenity Area is indicated on land where future development would be carefully managed to enhance the open space recreational network, maintain visual backdrops to the town, clearly defining the edges between urban and rural land uses.

KEY FEATURES

- 1 Growth would largely be in existing urban areas and out from existing town edges on the east bank of the Mata-au/Clutha River.
- 2 There would be a balance between the higher density infill of existing urban residential areas and urban expansion of lower density residential areas into rural land (e.g. Manuhirikia Road, Springvale Road, the Old Golf Course area).
- 3 Medium density housing would be provided for in older parts of Alexandra and Clyde while character is also maintained.
- 4 Larger rural residential lots between Alexandra and Clyde would be downsized in clearly defined areas, including the addition of 'large lot' and 'rural lifestyle' typologies.
- 5 An amenity area would be added along the eastern terrace embankment providing opportunities for a stronger natural landscape backdrop to Alexandra, Clyde and recreation links.
- 6 The blue/green open space network links the two towns via the Mata-au/Clutha River and Otago Central Rail Trail.
- 7 Airport operations are protected by managing surrounding land uses to minimise reverse sensitivity issues.



ALEXANDRA SPATIAL PLAN

The managed growth of Alexandra progressively consolidates and expands northwards from the town centre at the confluence of the Mata-au/Clutha and Manuherekia rivers and its Alexandra Bridge gateway. The existing urban grid structure and relatively flat river terraces are highly adaptable to more intensive infill opportunities. There are clear urban boundaries where comprehensive greenfield development could occur, including the two river corridors, the Alexandra Golf Course, and the proposed amenity buffer.

KEY FEATURES:

- 1

Alexandra’s town centre and retail strips along Centennial Avenue and Tarbert Street would be contained and consolidated to encourage intensification and renewal of existing commercial areas. A new neighbourhood centre would be provided for in urban expansion areas north of Alexandra (e.g. The Pines).
- 2

Cycle trails would be configured to converge on Alexandra’s town centre to promote it as a destination and add vitality.
- 3

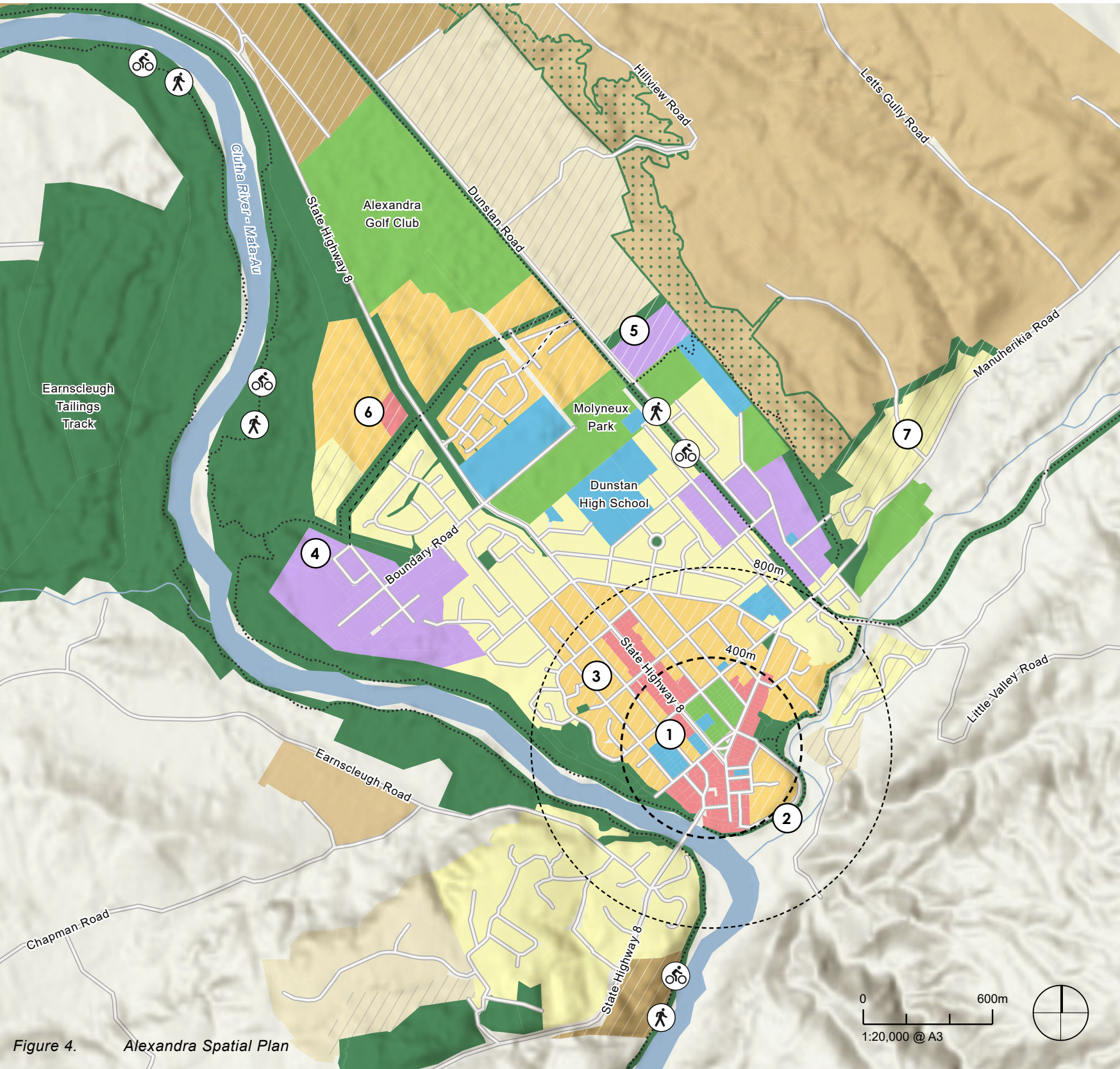
Medium density residential infill of the existing street grid intensifies areas within walking distance to Alexandra’s town centre.
- 4

The existing industrial area to the west of Alexandra would be serviced with a new, dedicated heavy goods route linking off State Highway 8.
- 5

An area of industrial land is added that recognises existing industrial activities to the northeast of Alexandra, off Dunstan Road.
- 6

A comprehensive, mixed-use approach to greenfield growth with a new neighbourhood centre, green corridors and small industrial area to support greenfield medium density residential expansion.
- 7

Limited residential expansion northeast along Manuherekia Road and southwest at Bridge Hill, largely completing existing patterns of urban growth.



CLYDE SPATIAL PLAN

Clyde’s managed growth would progressively consolidate and expand southwards from the historic town centre, near the Clyde Dam and Clyde Bridge gateways. Like Alexandra, it is highly adaptable to more intensive infill opportunities near the town centre. There are also clear urban boundaries where comprehensive greenfield development could occur including the Mata-au/Clutha River, Waikerikeri Creek, Clyde town belt reserve and the proposed amenity buffer along the steep terrace embankment on the town’s eastern edge.

KEY FEATURES:

- 1

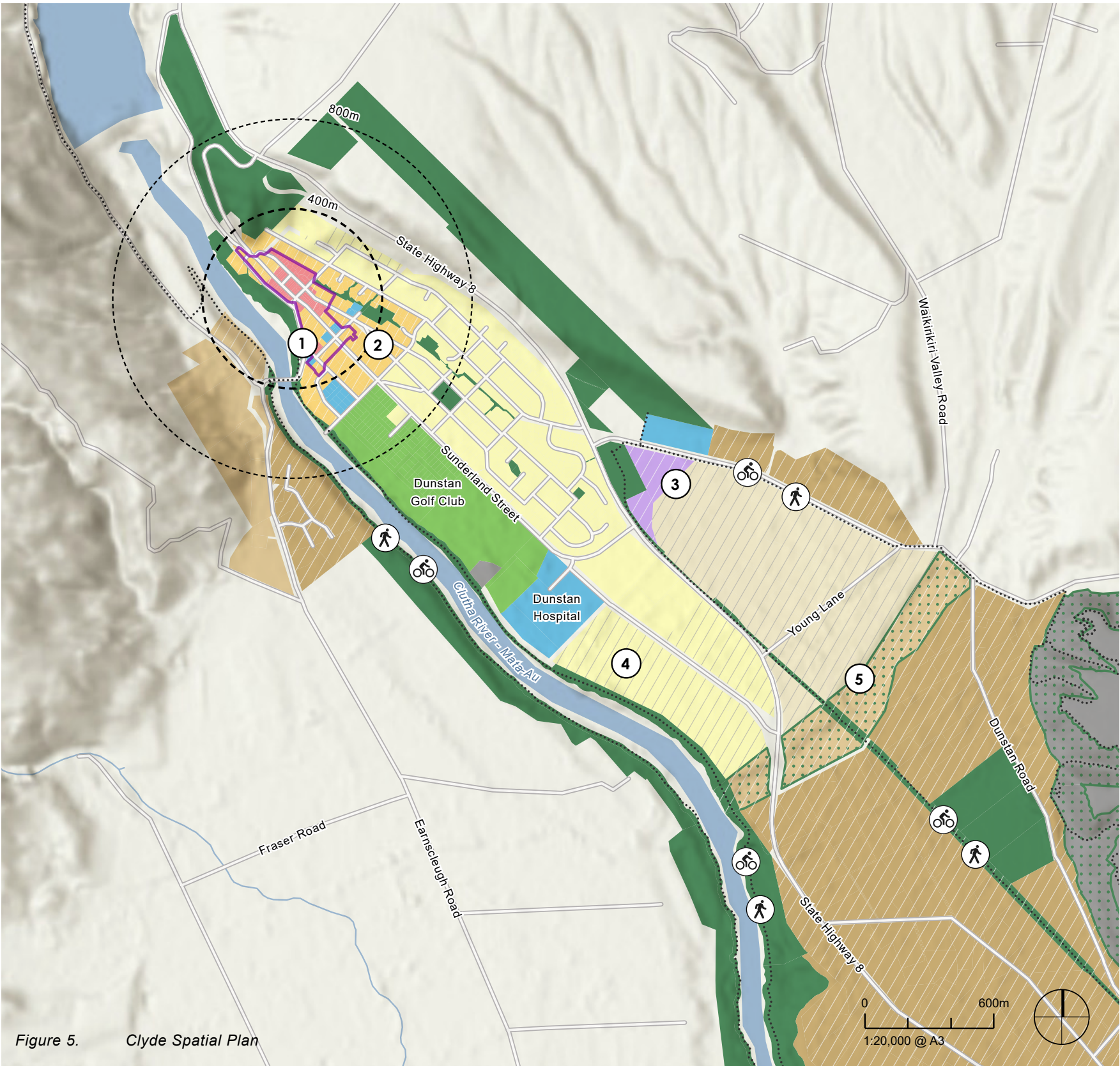
A small extension of the existing town centre and associated heritage precinct is proposed to maintain Clyde’s character as it grows.
- 2

Medium density residential infill of the existing street grid close to the Clyde town centre is proposed, led by character guidelines.
- 3

An industrial area adjacent to the Clyde Railhead is proposed to recognise existing activities.
- 4

Lower density residential greenfield expansion would continue further into the Muttontown area and rural residential properties could be downsized to large lots at the top of Springvale Road.
- 5

A new cross-terrace amenity area provides an opportunity to establish a green corridor and an active travel connection along Waikirikeri Creek that would also define the urban limits of Clyde to the south.



BLUE / GREEN NETWORK

The open space network, comprising both land (green) and water (blue) resources, is an essential part of the public realm that helps bind together and support other land use activities.

There is already a strong foundation for establishing a cohesive open space network with the existing Mata-au/Clutha and Manuherekia Rivers, Otago Central Rail Trail, Molyneux Park and two golf courses. There are ecological opportunities to enhance these further, such as habitat restoration through endemic native revegetation to support mahika kai.

Council would need to strategically provide additional open spaces (e.g. acquisitions, easements, covenants, reserve contributions, etc.) to address network gaps and to establish better connectivity between existing open spaces and larger conservation areas. Visually sensitive and/or parts of private landholdings are less able to be developed. Here establishing amenity buffers and easements will help support a cohesive open space network.

The completed open space network will also help to define and manage the extent of urban growth.

The more established areas in each town are well provided with open space. With the planned intensification of housing, providing accessible public open space amenity for new growth areas will be important in creating liveable areas.

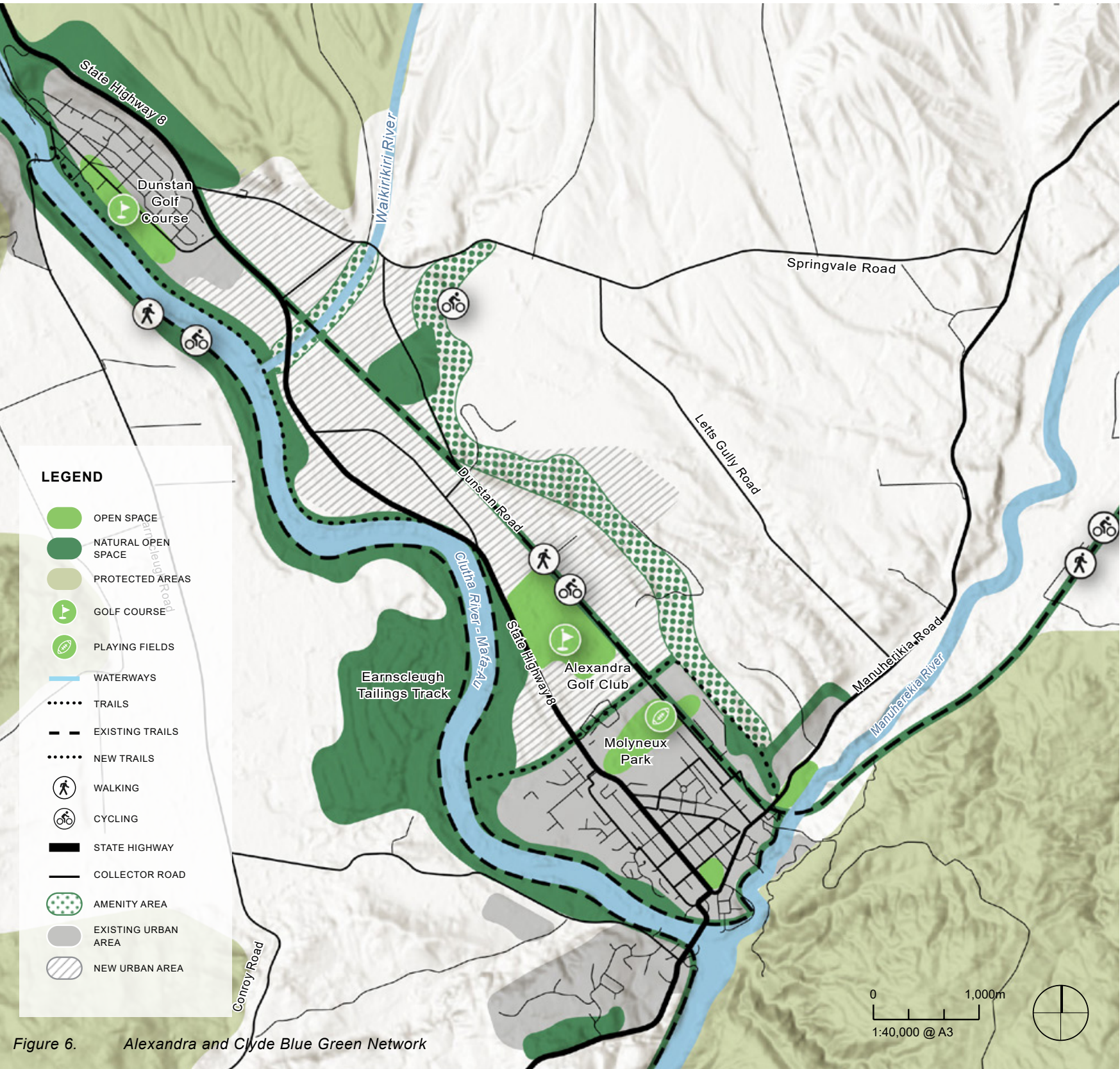


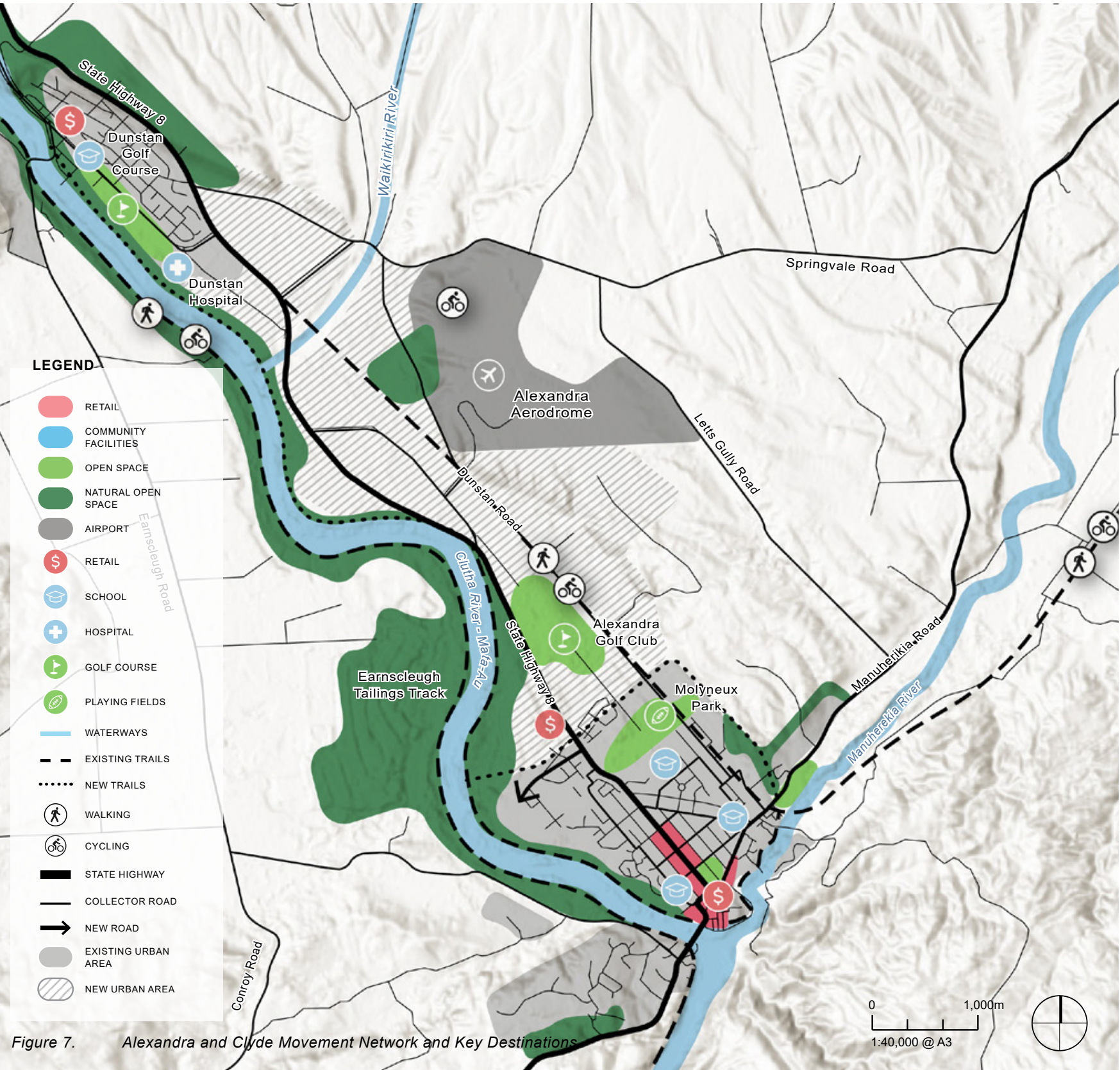
Figure 6. Alexandra and Clyde Blue Green Network

MOVEMENT NETWORK AND KEY DESTINATIONS

The movement network encompasses State Highway 8, rural roads, primary and secondary streets in Alexandra and Clyde, and shared trails. It ultimately aims to achieve multi-modal accessibility, including greater active travel (walking and cycling) opportunities in most of the Spatial Plan area, particularly to support town centres, community facilities and more intensive land uses. While public transport is not currently planned, the movement network and land-use patterns are intended to be adaptable for services in the long term.

The existing road and street network is generally well-configured to support the planned intensification and growth of both towns, while managing limited access requirements for State Highway 8. However, a major new road connection is proposed to better service Alexandra's industrial area to the west of the town.

One of the key outcomes of the Spatial Plan is the expansion of the shared trails network for cycling and walking. These would link into existing regional connections (including the Otago Central Rail Trail, Roxburgh Trail and Lake Dunstan Trail) and maximise opportunities to create loop trails around the basin with stronger connections to town centres. These recreational loops and corridors would also provide opportunities to enhance and establish the wider blue/green network, thus providing complementary biodiversity/ecological connectivity. This would include incorporating trails on either side of the Mata-au/Clutha River and using safely accessible airport land.



SEQUENCING

Growth would occur progressively in the Vincent area over the next 30 years. As such, the release of land identified in the Spatial Plan would be staged in three phases with timing dependent on the actual rate of growth. These phases could align with typical district plan review timeframes and would also consider the infrastructure investment needed to service new development areas.

Sequencing aims to direct urban intensification early with a more even distribution of greenfield growth over time. In this way the community's different housing needs and choices would be met including type, size and location.

Urban infill around the Alexandra and Clyde town centres would be prioritised for release within the first 10 years to support vitality and encourage renewal of older housing stock. This could easily be achieved in the short-term as existing infrastructure (i.e. roads, community facilities and open space) could more readily accommodate growth. Several sites within the study area already have resource consents, or are currently in the consent process, with equivalent land uses and/or densities. These have also been identified within the first 10 years.

Ongoing growth would then spread out over time from both town centre cores so the two towns remain compact.

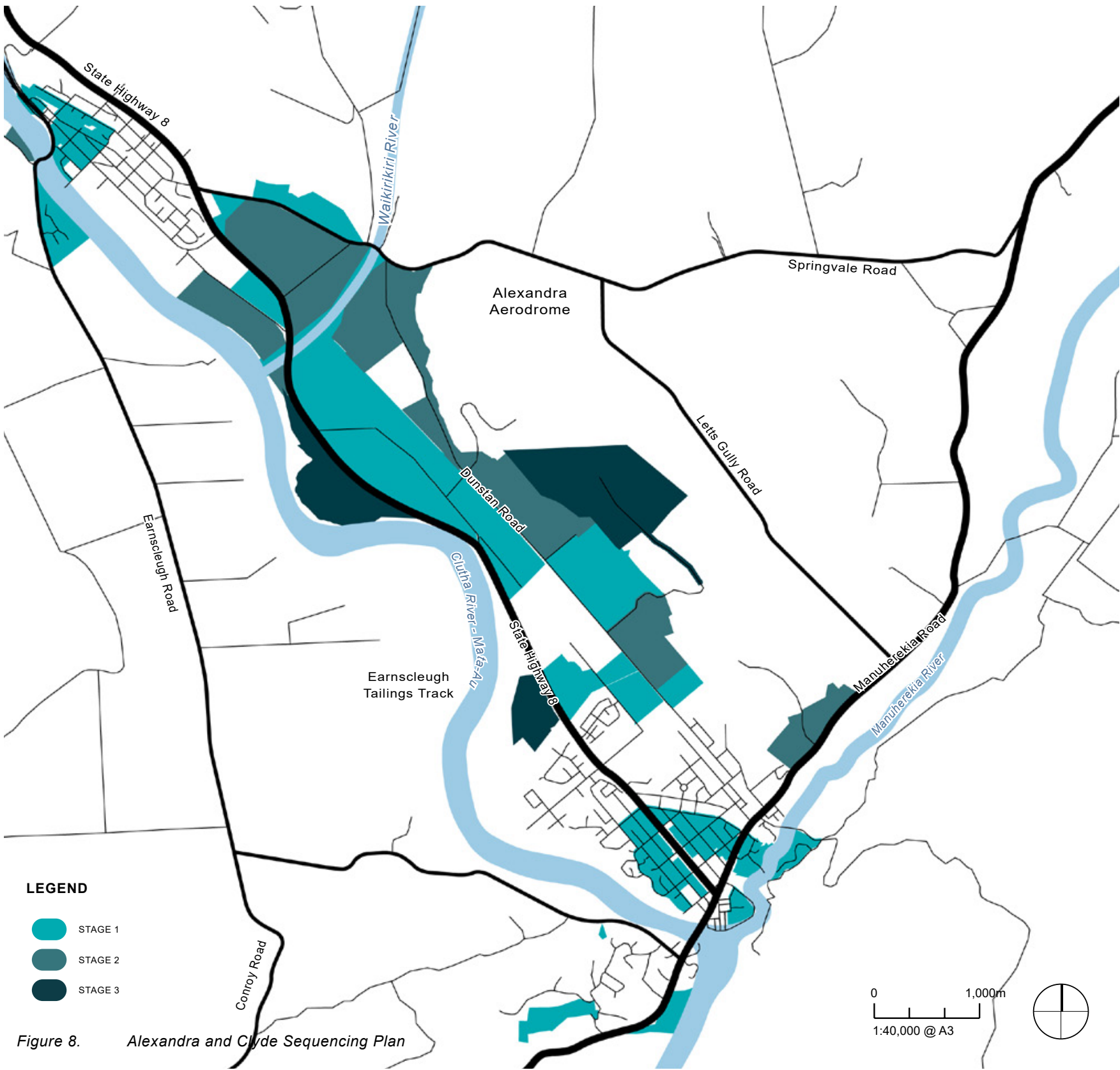


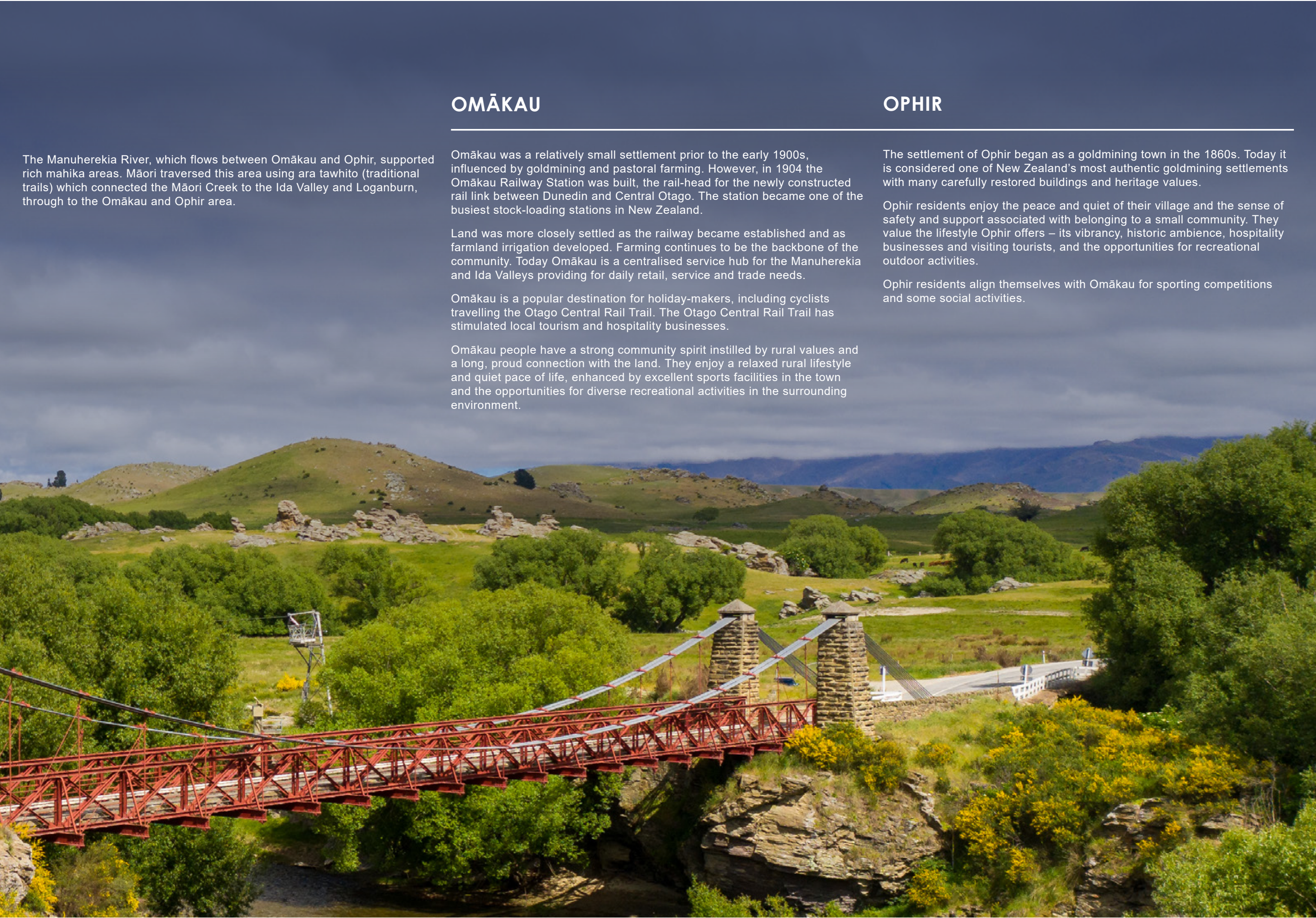


Image source: James Jubb / Tourism Central Otago

SPATIAL PLANS: OMĀKAU AND OPHIR



Image source: Hayden Parsons / Central Otago Touring Route



OMĀKAU

The Manuherekia River, which flows between Omākau and Ophir, supported rich mahika areas. Māori traversed this area using ara tawhito (traditional trails) which connected the Māori Creek to the Ida Valley and Loganburn, through to the Omākau and Ophir area.

Omākau was a relatively small settlement prior to the early 1900s, influenced by goldmining and pastoral farming. However, in 1904 the Omākau Railway Station was built, the rail-head for the newly constructed rail link between Dunedin and Central Otago. The station became one of the busiest stock-loading stations in New Zealand.

Land was more closely settled as the railway became established and as farmland irrigation developed. Farming continues to be the backbone of the community. Today Omākau is a centralised service hub for the Manuherekia and Ida Valleys providing for daily retail, service and trade needs.

Omākau is a popular destination for holiday-makers, including cyclists travelling the Otago Central Rail Trail. The Otago Central Rail Trail has stimulated local tourism and hospitality businesses.

Omākau people have a strong community spirit instilled by rural values and a long, proud connection with the land. They enjoy a relaxed rural lifestyle and quiet pace of life, enhanced by excellent sports facilities in the town and the opportunities for diverse recreational activities in the surrounding environment.

OPHIR

The settlement of Ophir began as a goldmining town in the 1860s. Today it is considered one of New Zealand's most authentic goldmining settlements with many carefully restored buildings and heritage values.

Ophir residents enjoy the peace and quiet of their village and the sense of safety and support associated with belonging to a small community. They value the lifestyle Ophir offers – its vibrancy, historic ambience, hospitality businesses and visiting tourists, and the opportunities for recreational outdoor activities.

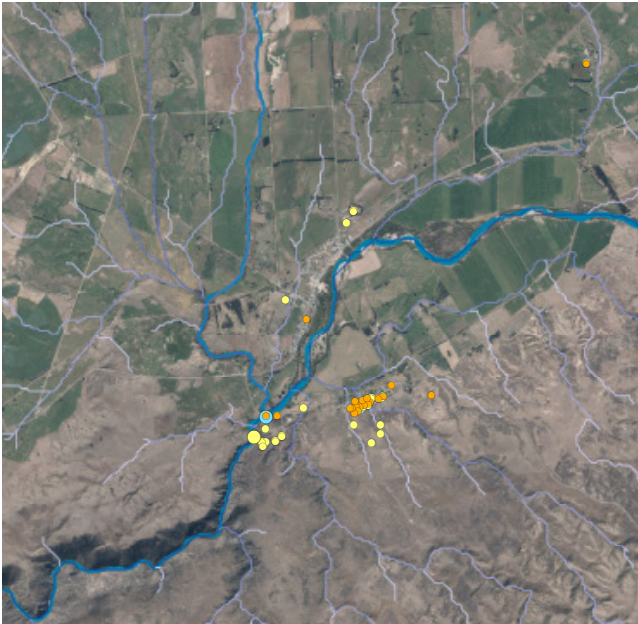
Ophir residents align themselves with Omākau for sporting competitions and some social activities.

UNDERSTANDING THE CONTEXT

The existing Omākau and Ophir settlements and their context have been broken down into specific themes for analysis to help inform the Spatial Plan process from a technical perspective. These themes have been analysed primarily through desktop research and reveal existing patterns that can be used to identify constraints and opportunities within the Spatial Plan area.

CULTURAL VALUES

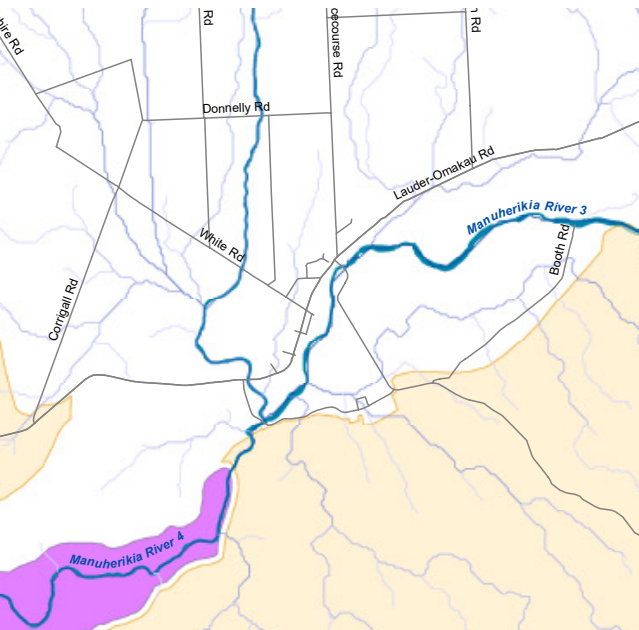
The Manuherekia River was used by Māori for mahika kāi (food gathering) and associated kāinga nohoanga (seasonal occupation). Māori traversed this area using ara tawhito (traditional trails) which connected the Māori Creek to the Ida Valley and Loganburn through to the Omākau and Ophir Area. Much of the more recent and tangible built and archaeological heritage is reflective of European and Chinese history. The settlement of Ophir is one of New Zealand’s most authentic goldmining settlements. The entire town is considered a Historic Area and contains many carefully restored buildings including the Post Office (which has been identified as a Category 1 historic place), the courthouse and former general store. The nearby Daniel O’Connell Bridge is also a category 1 historic item located west of Ophir and forms a gateway into the settlement where it crosses the Manuherekia River.



- Archaeological sites near river (50m)
 - Historic places near river (50m)
 - CODC Heritage building, place or object
- All other archaeological sites
 - All other NZHPT sites

LANDSCAPE VALUES

Omākau and Ophir are located within the Manuherekia Valley, which is bounded to the south by Significant Amenity Landscapes. Ophir and Omākau are located on the Manuherekia River, which is a braided river that meanders through flat pasture and willows. The Manuherekia River cuts through the base of the Raggedy Range in an impressive gorge section below Ophir. This gorge is considered an Outstanding Nature Feature and consists of steep riverbeds and enclosed rock bluffs and boulders within the riverbed.

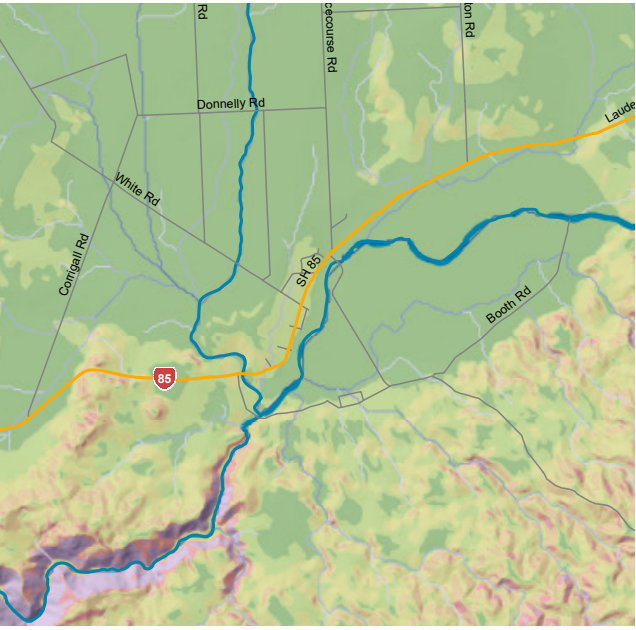


- CODC Outstanding Natural Feature
- CODC Significant Amenity Landscape

SLOPE

The settlements of Omākau and Ophir are situated on river terraces in the relatively flat Manuherekia Valley. The generally wide-open spaces allow views to the Raggedy Range immediately south of Ophir, as well as north up to the Dunstan Mountains with peaks of over 1,600m above sea level.

The Ophir Gorge, located to the south-west of Ophir along the River, is a particularly dramatic landscape, with steep riverbeds as the Manuherekia River cuts through the base of the Raggedy Range.



- < 3°
- 3 - 7°
- 7 - 15°
- 15 - 25°
- 25 - 34°
- > 34°

NATURAL HAZARDS

A large floodplain of the Manuherekia River dissects the two settlements of Omākau and Ophir. In particular, this highly constrains the extent of potential developable flat land to the immediate north of Ophir. It also partly constrains the potential expansion of Omākau to the north and south along State Highway 85.



- Flood hazard
- Existing Landslip
- Seismic Active Fold
- Definite Active Fault
- Likely Active fault
- Possible Active Fault
- Potentially Active Fault

LANDCOVER

The Manuherekia River is currently lined by willows and other weeds with very little native vegetation remaining. The Manuherekia River splits the two distinct urban areas of Omākau and Ophir. To the north, high producing exotic grasslands are the dominant landcover. To the south, at the base of the Raggedy Range, the soil is less arable with low producing grasslands being prominent.

LAND USE CAPABILITY (LUC)

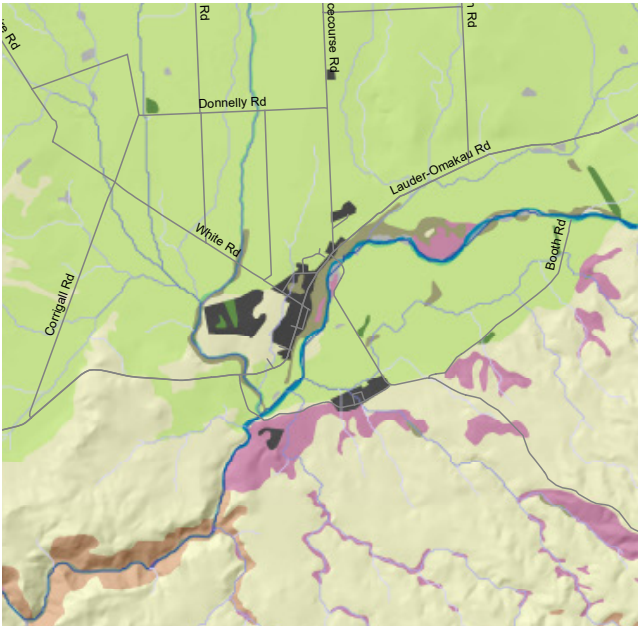
Soils within the Manuherekia Valley are quite evenly distributed between LUC Class 3, 4, 6, 7, and 8 with no soils currently classified as Class 1 or 2. Classes beyond 1 and 2 are capable of sustaining a range of productive uses. Soils to around Omākau are largely classified as LUC Classes 3 and 4, which can still be productively used for grazing and cropping or specific types of horticulture (e.g. stone fruit) in conjunction with the application of water. Whilst water is constrained in this area, it is important that urban growth around Omākau and to the north of Ophir considers opportunities to provide ongoing values and benefits for the area associated with its use for primary production and manages any potential reverse sensitivities between them.

LOT SIZE

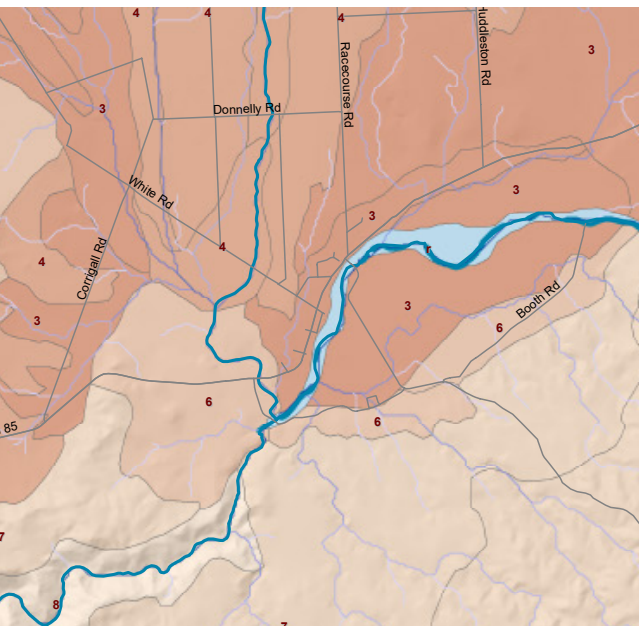
Smaller lots (hotter colours) tend to be within the more established urban areas of Omākau and Ophir, and have already been broken up into a diverse range of ownerships. These more fragmented lots will be more suited to smaller lot aggregation and incremental infill. Moderately sized tracts of land (warmer colours) on the outskirts of the two towns remain of coarser ownership, generally between four and 20 hectares in size. These areas present bigger opportunities for more comprehensive, greenfield development and need to be carefully managed to maintain these opportunities and to enhance open space provision and linkages. The largest lots (cooler colours), tend to be more economically viable rural / horticultural blocks or high-country stations. They also represent larger conservation land that can provide recreational opportunities near the settlements.

STATUTORY CONTEXT

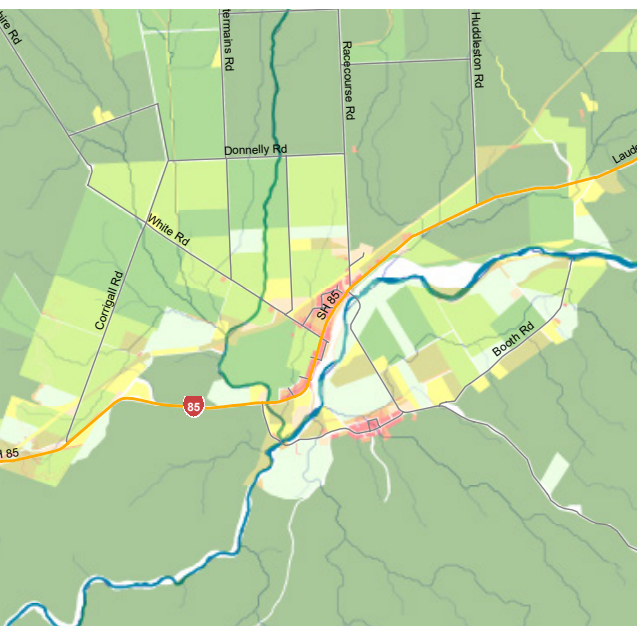
The existing zoning in Omākau and Ophir is a relatively simple mix of Business, Residential, Rural Residential and Industrial land use provisions. Omākau is a linear town that generally follows the Lauder- Omākau Road (SH85) corridor. A small business zone is centrally located at the corner of Lauder- Omākau Road and Harvey Street. The town is predominately zoned Residential, consisting of low-density detached dwellings. There are two key industrial areas, one located at the north-eastern entrance to the town, and the other centrally located within the residential areas. A large portion of land to the north of Omākau is zoned Rural Residential. Whilst Ophir contains a range of different small-scale retail uses, the entire town is currently zoned Residential.



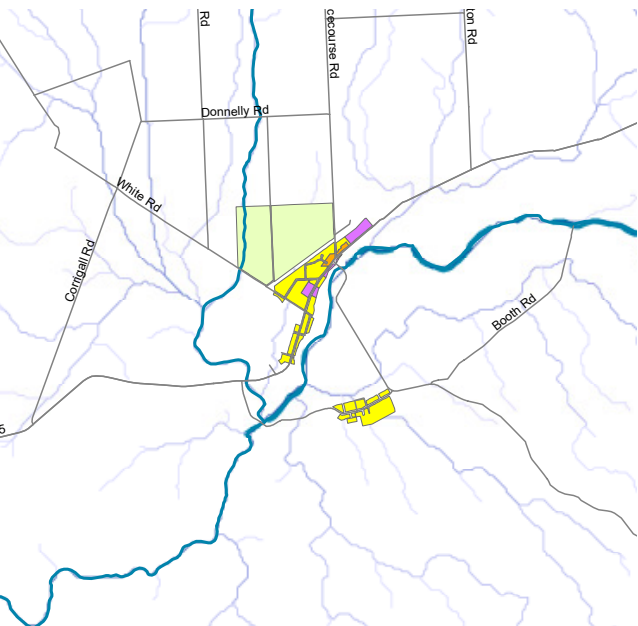
- Sand or gravel
- Indigenous forest
- Exotic shrubs and shelterbelts
- Exotic forest
- Low producing grassland
- High producing grasslands, crops and vineyards
- River, lakes and wetlands
- Urban, man-made environment
- Rivers/reaches



- LUC Class 3
- LUC Class 4
- LUC Class 6
- LUC Class 7
- LUC Class 8
- River



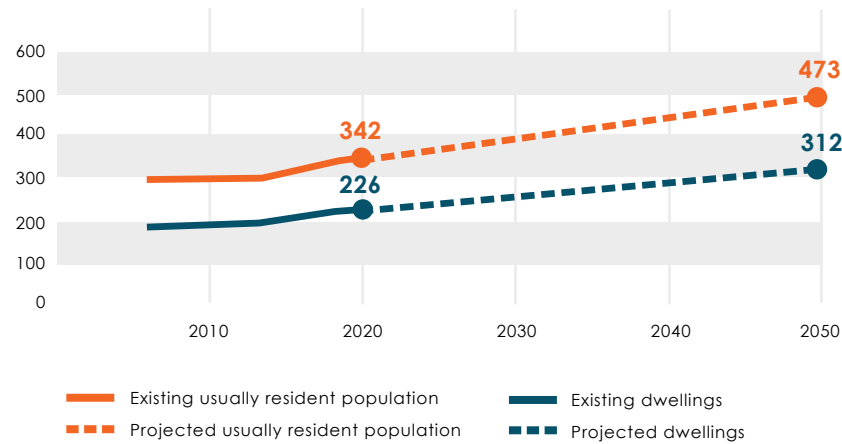
- < 2000 sqm
- 2000 sqm - 5000 sqm
- 5000sqm - 1ha
- 1ha - 2ha
- 2ha - 4ha
- 4ha - 8ha
- 8ha - 12ha
- 12ha - 20ha
- 20ha - 40ha
- >40ha



- Residential (R)
- Rural Residential (RR)
- Business (B)
- Industrial (I)

THE SPATIAL PLAN FOR OMĀKAU AND OPHIR AREAS

OMĀKAU AND OPHIR GROWTH PROJECTIONS



Omākau and Ophir have a usually resident population of 342, which is projected to increase to 473 by 2050. To accommodate this growth, it is expected that 48 new homes will be required; this was calculated from the current occupation rate of 1.51 people per dwelling.

These projections indicate that population growth in Omākau and Ophir is not expected to be significant and this Spatial Plan is therefore based on an expectation of moderate population growth. The plan allows for consolidated and managed growth in a planned and sequenced way.

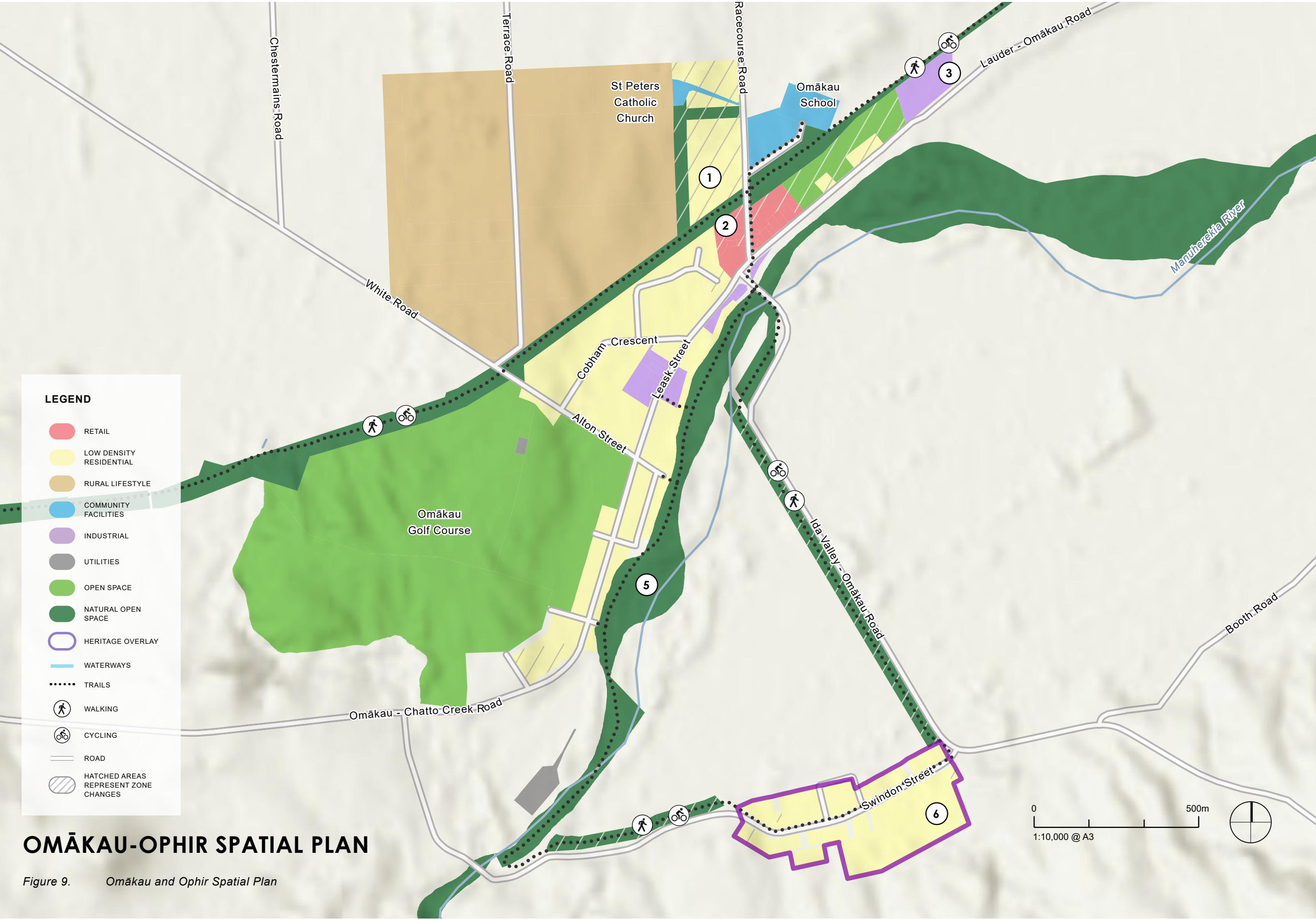
Growth in Omākau will occur in areas already connecting with existing urban places with good road connections and access to infrastructure. Growth along Racecourse Road would support the existing town centre, integrates with the Otago Central Rail Trail and links to Omākau School.

Ophir has constraints on expansion such as flooding risk, and is therefore not proposed to expand to the same level as Omākau. The heritage precinct would be expanded as part of the Spatial Plan to include Ophir's entire residential area to help maintain and protect the town's character. Connections with the Otago Central Rail Trail would be strengthened to bring more visitors into Ophir and better connect with the Manuherekia River.

A network of open spaces along waterways with connecting tracks and pathways would provide opportunities to continue enhancing informal recreational opportunities for both settlements (i.e. walking and cycling). This would include the railhead land, which is administered by the Department of Conservation, and the Omākau Domain. A portion of the railhead land would be rezoned from Industrial to open space to recognise the archaeological values of the area and to create stronger amenity outcomes.

KEY FEATURES

- Managed growth would largely focus on expanding Omākau's residential area with opportunities to develop more intensive housing on existing rural residential land along Racecourse Road, opposite the school. A new more manageable 'rural lifestyle' area adjacent to Omākau (formerly zoned rural residential) would be zoned.
- Further retail growth would be enabled towards the Otago Central Rail Trail, supporting the existing commercial core of Omākau town centre and providing for an expanded town centre.
- The north end of Omākau is already zoned industrial and would be used for any industrial expansion.
- There is a clear definition of urban boundaries, such as waterways, green corridors and the golf course.
- A network of trails and open spaces enhances informal recreational opportunities and provides an access loop to Ophir.
- Ophir's heritage precinct is expanded to include all the residential areas. Heritage building design guidelines will protect character.
- Compatibility between land uses is encouraged, including managing reverse sensitivity and more convenient access to industrial areas.



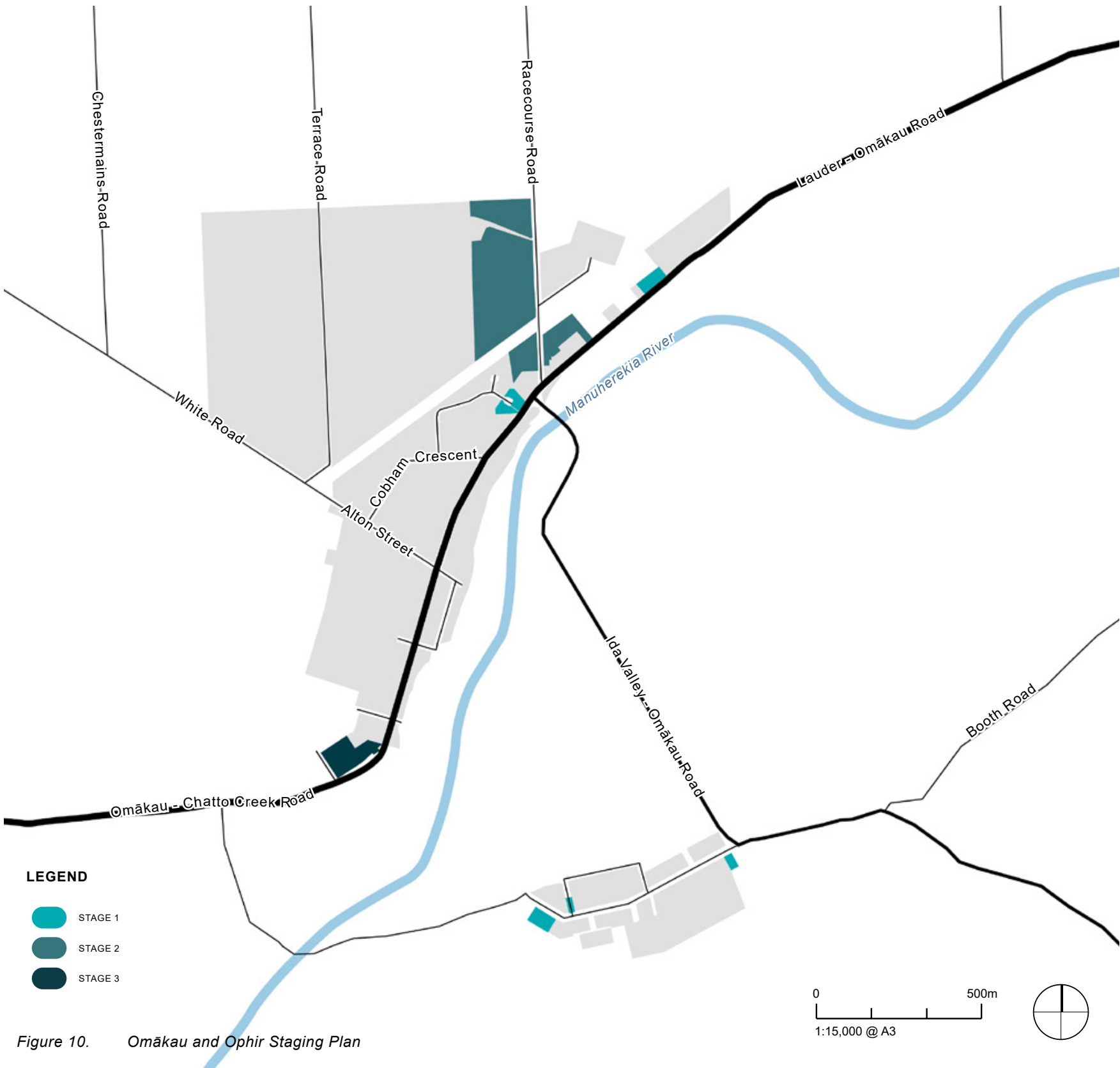
SEQUENCING

Progressive growth within Omākau and Ophir will be sequenced across a 30-year time frame. The land uses within the Spatial Plan has been broken down into two phases, being: Stage 1 and Stage 2. These align with typical district plan review timeframes. They also take into consideration infrastructure investment required to service these areas.

The town centre will be expanded north along Harvey Street and towards the Otago Central Rail Trail within the short term, to serve the growing popularity of recreational cycling. A new industrial area will also be provided in the short term to the north of Omākau along Lauder-Omākau Road. This will provide for additional growth to continue strengthening the rural service role of Omākau and local employment opportunities for new residents.

The sequencing aims to prioritise development on existing available zoned land in Omākau and Ophir. A new low density residential neighbourhood can then be released along Racecourse Road in Stage 2. This area consolidates growth on land conveniently located adjacent to both the expanded town centre and Omākau School.

The last phase of growth will be the development of low-density housing on the periphery of town along Leask Street. This is due to restricted access requirements off State Highway 85 and its less convenient access to the town centre.

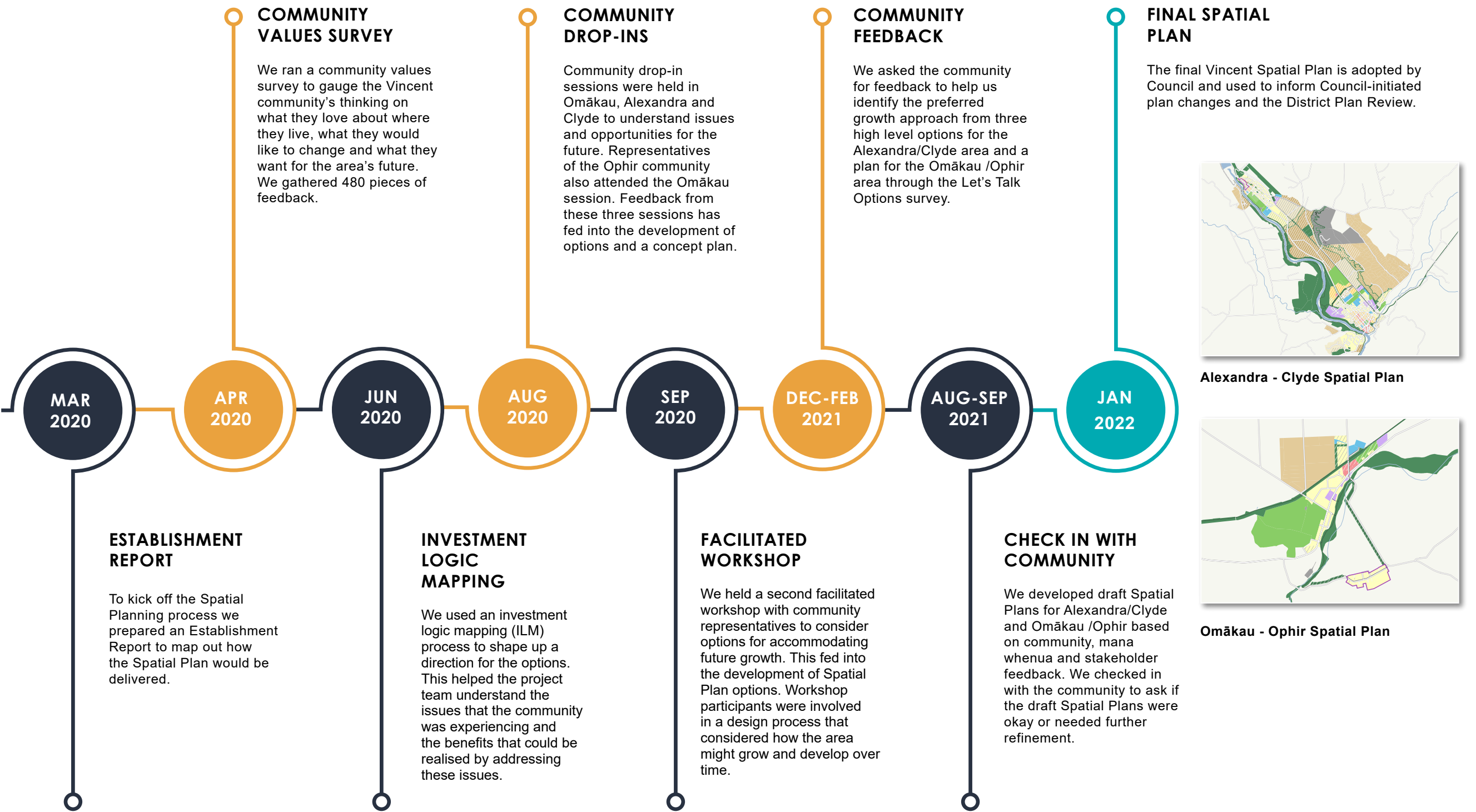


APPENDIX:
SUMMARY OF ENGAGEMENT
PROCESSES



Image source: James Jubb / Tourism Central Otago

PROCESS



STEPS 2-4: COMMUNITY VALUES AND ILM

APRIL - AUGUST 2020

COMMUNITY VALUES SURVEY

The Vincent – Your Place, Your Community survey was conducted between March and April 2020. People from the Vincent Ward were asked to tell us what they liked most about the place they lived, what they would change, and what they wanted their place to be known for. The online survey was promoted through print and social media, local radio and postcards mailed to households. Hard copies were distributed to local businesses in Alexandra, Clyde and Omākau. A total of 543 surveys were completed.

A summary of feedback to these surveys is presented in the Community Values section of this document. The graphs below demonstrate that the themes for each area were relatively consistent across residents who lived rurally, on lifestyle blocks or in town. A slightly higher proportion of people living in rural and lifestyle areas commented on the natural environment (views, scenery, wide open spaces).

Universally across the region, respondents want their place to be known as a great place to live – a caring, friendly, peaceful and vibrant community with a relaxed lifestyle. History and heritage are also mentioned by some Clyde and Ophir residents.

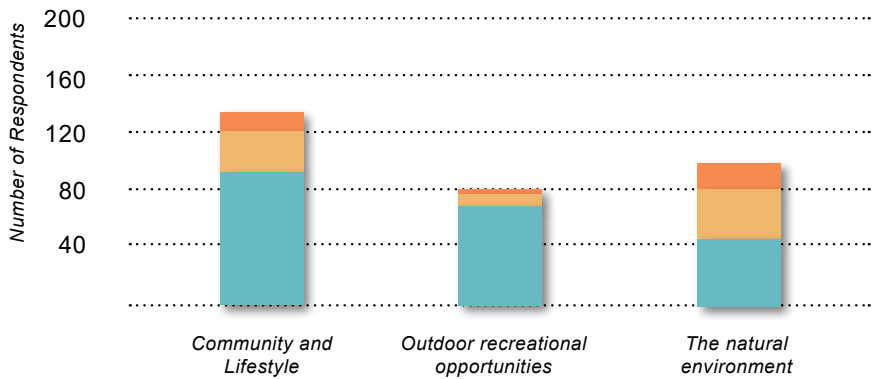
COMMUNITY DROP-IN SESSIONS

In August 2020 public drop-in sessions were held in Alexandra, Clyde and Omākau to introduce the Spatial Planning process, discuss possible growth opportunities, understand particular needs and desires of the community, and to share and expand learnings on community values. The feedback from these sessions was invaluable in understanding some of the issues and opportunities that faced these communities.

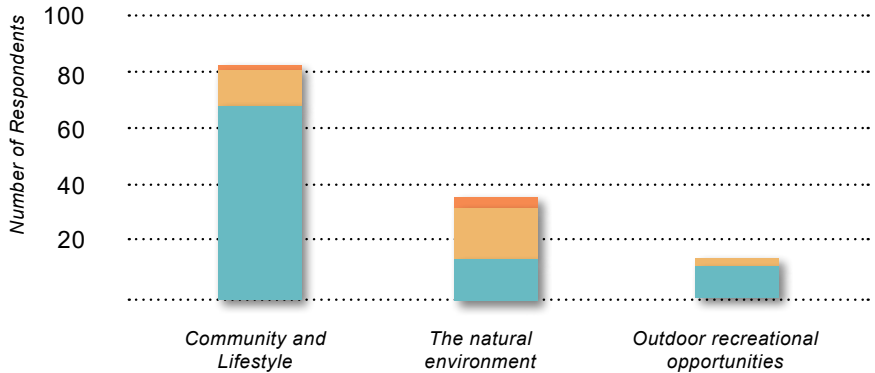
Feedback on community values was consistent with what was received through the online survey. Some voiced concern about growth impacting on historic values at the Clyde drop-in session, and a number of attendees at the Alexandra drop-in session enquired about retirement living opportunities. In Omākau there was a desire for more residential opportunities while keeping the town's village feel.

At the Clyde drop-in session attendees were also invited to complete a short two-question survey asking whether they thought Clyde should extend beyond its current town boundaries and whether they wanted smaller section sizes within the town boundary. Of the 31 attendees who completed the survey 69 per cent thought the town should expand (just under half suggested as far as Muttontown Road), and 48 per cent wanted smaller section sizes. The same survey questions were asked of Clyde residents in 2015. Thirty-nine per cent of the 247 respondents to this survey thought the town should expand beyond its current boundary and 19 per cent supported smaller section sizes.

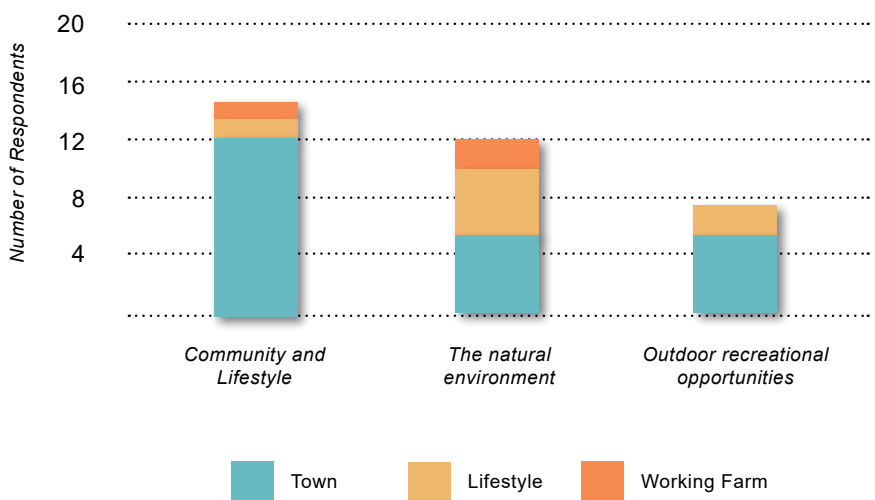
ALEXANDRA - WE LIKE...



CLYDE - WE LIKE...



OMĀKAU - WE LIKE...



INVESTMENT LOGIC MAPPING

To help understand the problems faced in Alexandra and Clyde, and the benefits that could be achieved by addressing the problems identified, the Spatial Planning team used a process called Investment Logic Mapping (ILM).

This ensured the Vincent Spatial Plan was focused on addressing the issues faced by the community, and created four investment objectives (or ILM benefits) that were used to measure the options developed through the process.

An ILM workshop was held in June 2020, which involved a cross section of community members to ensure a representative view was heard and understood. The results of the ILM can be found on page 17.

DEVELOPING THE
OPTIONS

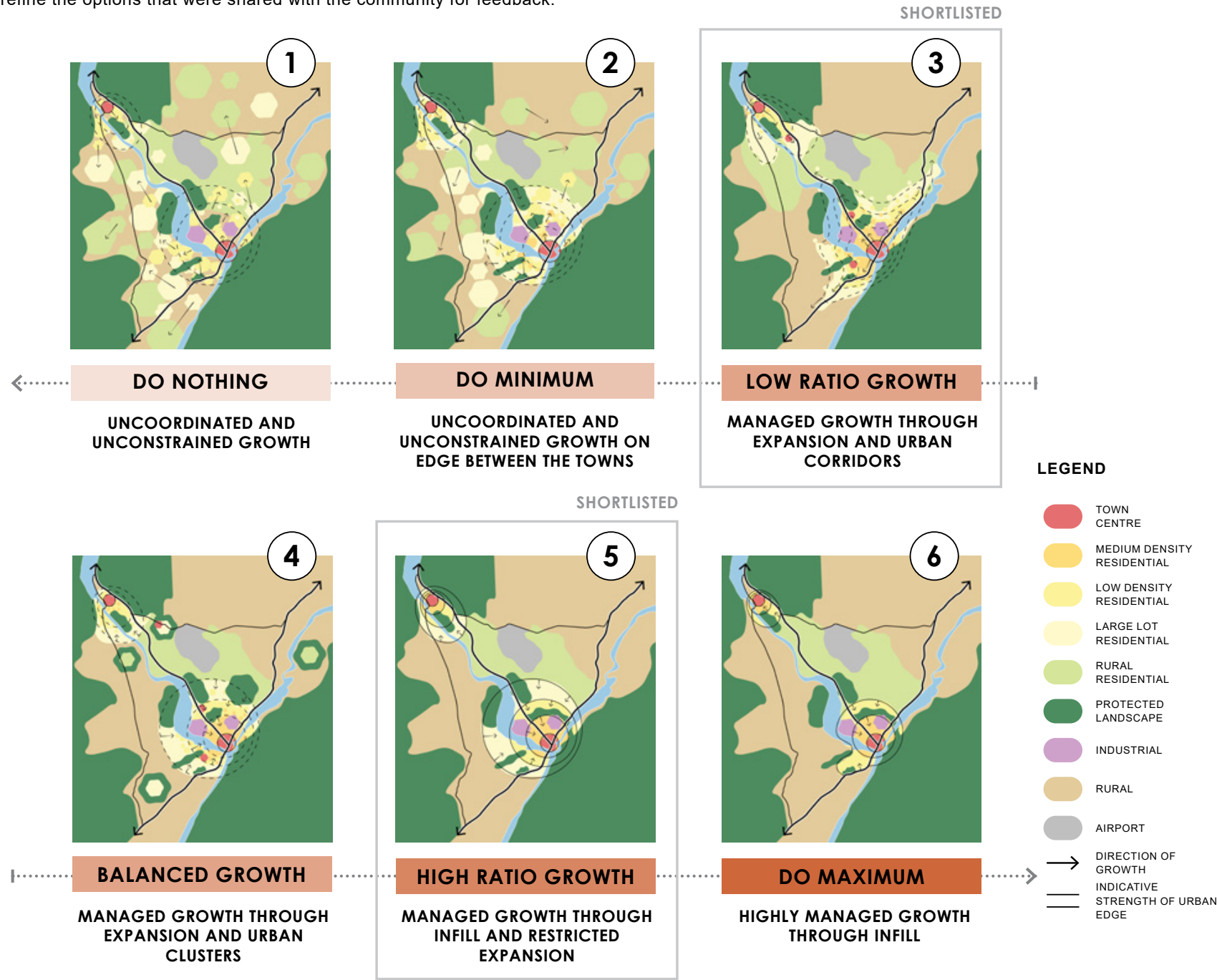
Representatives from the Alexandra and Clyde community were invited to a day-long workshop. This facilitated workshop was held with the aim to understand the existing positive qualities of the towns and future hopes of the community for the next 30 years.

The workshop participants were split into three groups and asked to explore a range of approaches to managing the future growth of the towns. Each group was presented with six options for growth. These ranged from unconstrained growth, that would allow any development in urban and rural areas, through to highly managed growth that would largely focus population growth within urban boundaries (i.e. infill of existing urban areas and more compact housing development).

Participants were then tasked with applying their chosen growth approach onto a scaled plan of the area. This used building block tiles of different colours that represented the land uses and residential densities, similar to those illustrated in the Spatial Plan, to help model the projected growth that needed to be accommodated in the area. The mix of these tile colours differed for each group depending on the growth option they were modelling. Those groups who chose a more highly managed growth approach received a smaller number of higher density tiles, whereas less managed growth approaches received a higher number of lower density tiles. This led to either more compact or expansive urban areas with greater or lesser extent of areas retained for productive rural land and open space, respectively. The groups worked collaboratively to direct and encourage development opportunities in specific areas.

A collective review of each option enabled participants to critique each group’s Spatial Plan options and the workshop feedback was recorded. Using the results of this workshop, the Spatial Planning team developed a range of growth options for the towns. These were then scored against the investment objectives identified in the ILM and a range of other measures to help develop a short-list of options for engagement with the community.

The below approaches to growth were developed by the participants in the options workshop. They were used by the Spatial Planning team to refine the options that were shared with the community for feedback.



STEP 5: FACILITATED WORKSHOP

SEPTEMBER 2020

GROUP 1

3

MANAGED GROWTH
THROUGH EXPANSION
AND URBAN
CORRIDORS



GROUP 2

3

MANAGED GROWTH
THROUGH EXPANSION
AND URBAN
CORRIDORS



GROUP 3

5

MANAGED GROWTH
THROUGH INFILL
AND RESTRICTED
EXPANSION





Image source: James Jubb / Tourism Central Otago

OPTIONS FOR GROWTH


STEP 6: COMMUNITY FEEDBACK

DECEMBER 2020 - FEBRUARY 2021

The Let's Talk Options - Vincent Community Plan community survey was conducted between December 2020 and February 2021. Alexandra and Clyde residents were presented with the three growth options that evolved from the Development of Options workshop. All three options catered for projected population growth but achieved it in slightly different ways, either through infill, residential growth into rural land, or a mix of both. All options recognised the need to maintain good access to open spaces such as parks and reserves, conservation land, recreation spaces and Outstanding Natural Landscapes.

Omākau/Ophir respondents were asked for their feedback on a single draft concept plan that outlined a way to manage population growth in their community.

The online survey was promoted through print and social media. Hard copies were also available at local outlets, and community drop-ins were held to discuss the options and answer questions. A total of 565 surveys were analysed. Input was also received via email and Facebook.



The results can be viewed online at:

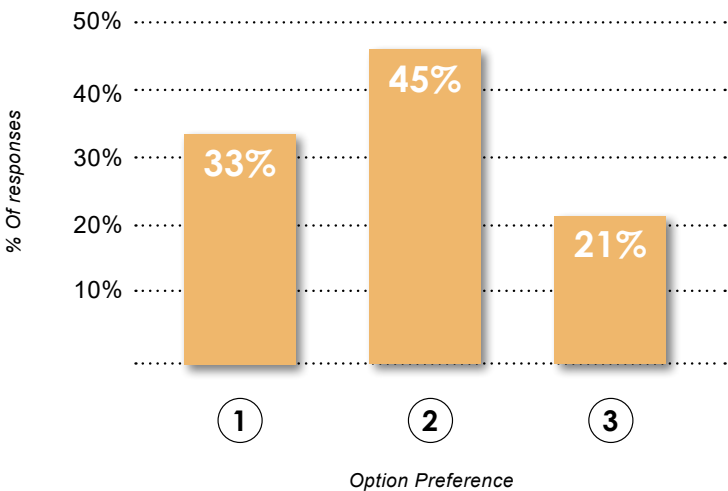
<https://www.CODC.govt.nz/your-council/project-updates/vincent-spatial-plan>



WHAT DID PEOPLE PREFER?

Of the 565 people who completed the survey, 520 selected their preferred option for the Alexandra/Clyde area, while 288 gave feedback on the Omākau /Ophir draft concept plan. Growth balanced between urban and rural (Option 2) was the preferred option for 45 per cent of Alexandra/ Clyde survey respondents. A further 33 per cent chose Option 1, urban expansion beyond existing boundaries, while 21 per cent chose the option to contain growth largely in existing urban boundaries (Option 3).

Forty-four per cent of respondents who gave feedback on the Omākau / Ophir concept plan supported the proposals, 43 per cent were unsure, and eight per cent did not support the draft plan.



OPTION 1 - MANAGED GROWTH THROUGH URBAN EXPANSION AND RURAL RESIDENTIAL INFILL

In this option, growth in residential housing would occur in less developed rurally zoned areas at Alexandra and Clyde's existing edges and along road corridors.

Most of the expansion in housing would be in converting existing Rural Lifestyle or Rural Residential zoned land to low density residential housing. Existing Rural Residential zoned land between Alexandra and Clyde could be downsized.

More land would be zoned for Rural Residential housing in areas close to where lower density residential housing already exists (between Alexandra and Clyde, on the airport terrace and over the bridge from Clyde), allowing for a transition to rural land.

Around the Alexandra town centre, there would be opportunities for a small amount of infill (where existing sections may be subdivided to accommodate two or more houses).

The amount of industrial land available in Alexandra would also be extended along Ngapara Street.

Medium density areas can accommodate activities such as holiday parks or retirement villages.

WHAT DID THE COMMUNITY THINK?

Respondents who preferred Option 1 liked the potential to choose different section sizes and housing types, and for less productive land to be used for affordable housing (including retirement living). Respondents also wanted to see green space in new subdivisions and for productive land to be protected.

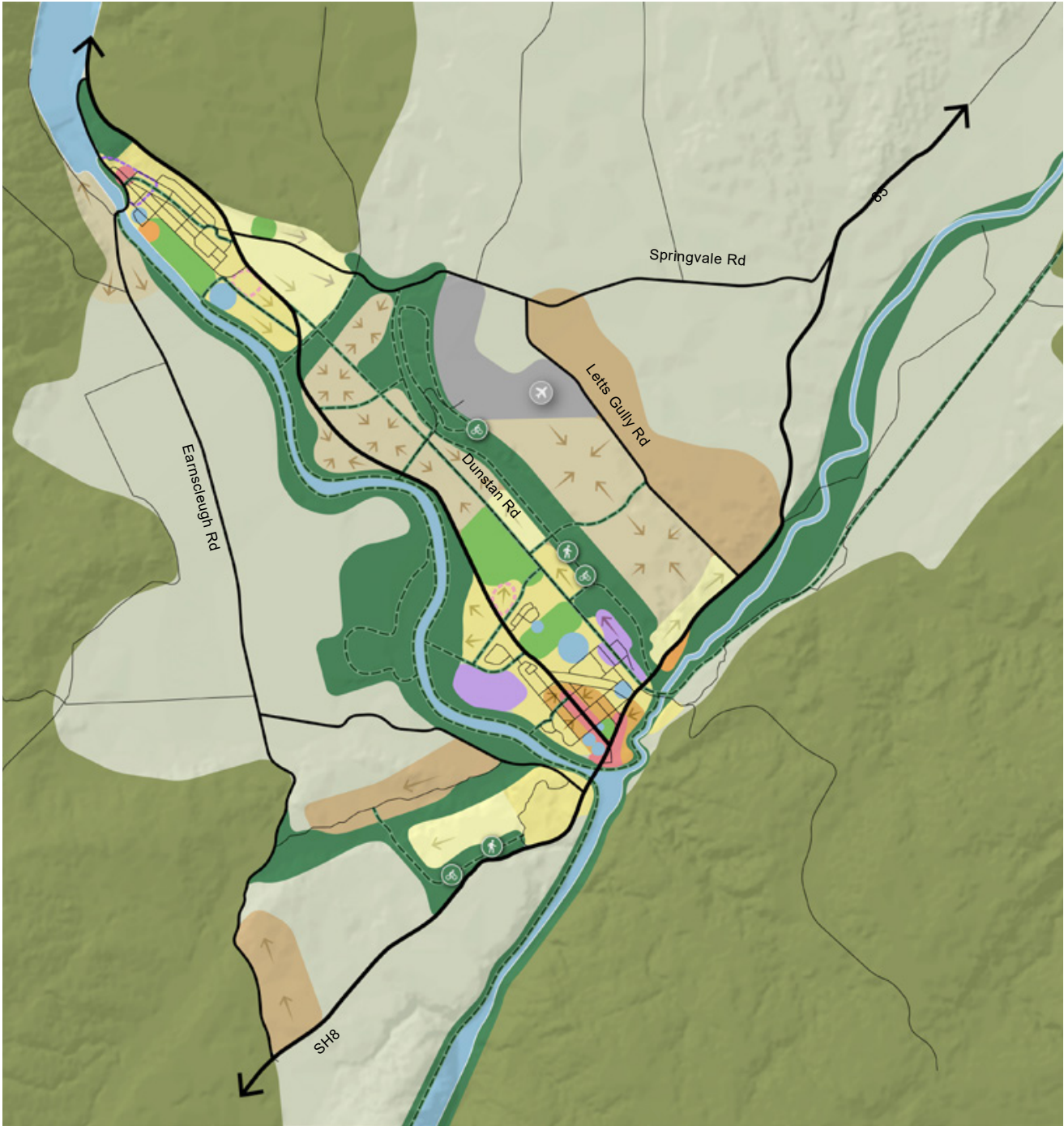
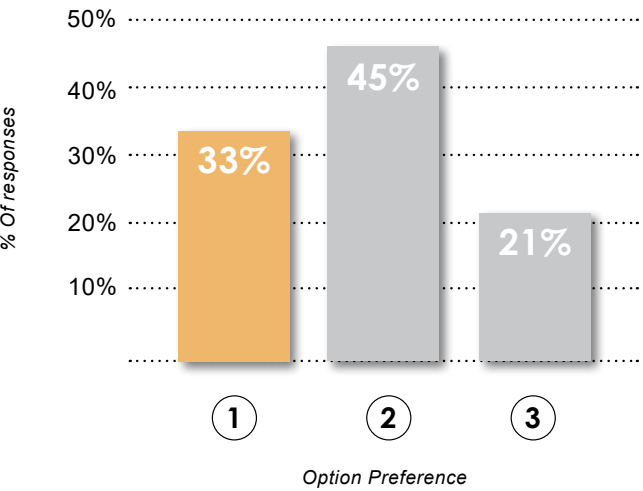


Figure 11. Draft Alexandra - Clyde Spatial Plan Option 1

OPTION 2 - MANAGED GROWTH BALANCED
BETWEEN URBAN AND RURAL

The Alexandra town centre is enabled to expand in this option. New neighbourhoods with convenience shops (i.e. dairy or takeaway) could also be developed north of Alexandra (e.g. the Pines area) and south of Clyde (e.g. Muttontown).

In Clyde, heritage character is reinforced in areas allowing medium density housing adjacent to the Clyde Heritage Precinct.

There is an opportunity to provide another separate area of industrial land in Alexandra and to create an industrial area at Clyde (i.e. Springvale Road) to support more local businesses and employment.

It provides for medium density housing in the older parts of Alexandra, around new centres (such as potential new neighbourhood areas), and at Clyde along the edge of the Mata-au/Clutha terrace between Dunstan Hospital and SH8.

It allows for larger Rural Residential zoned lots between Alexandra and Clyde to be downsized.

It also enables extending Rural Residential housing within clearly defined areas (e.g. Chapman Road).

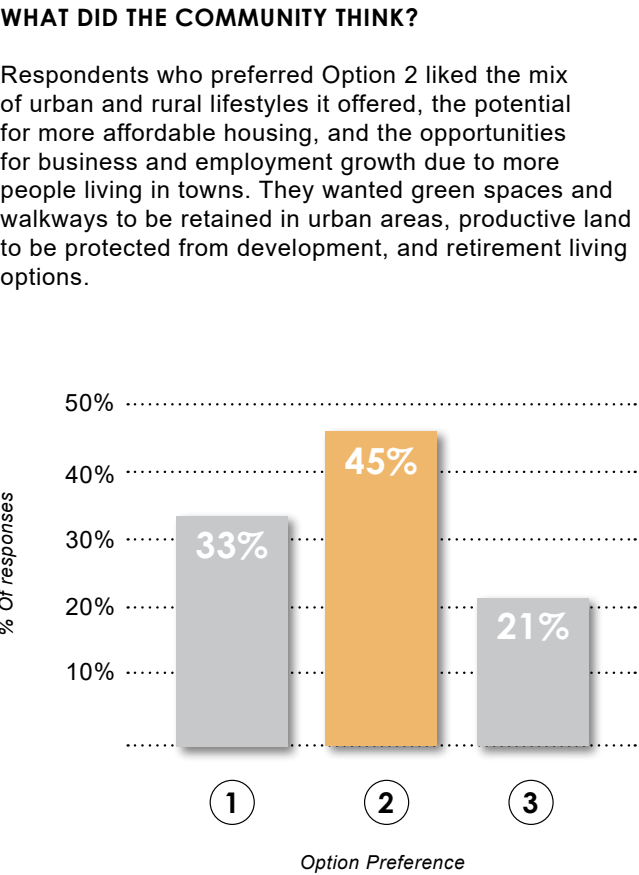


Figure 12. Draft Alexandra - Clyde Spatial Plan Option 2

OPTION 3 - MANAGED GROWTH MOSTLY CONTAINED IN EXISTING URBAN AREAS AND SOME URBAN EXPANSION

Alexandra’s town centre could be expanded along commercially-zoned road corridors (i.e. north along Centennial Avenue and west along Tarbert Street).

Through zoning, existing industrial land is consolidated in Alexandra and there is provision for an industrial area on the corner of Springvale Road at Clyde to provide more local business and employment opportunities.

Medium density infill housing could occur in larger, predominantly older parts of the existing urban residential areas of Alexandra and Clyde.

In Clyde, heritage character is reinforced in areas allowing medium density housing adjacent to the Clyde Heritage Precinct.

There is opportunity for a small amount of urban expansion of lower density residential housing into Rural Residential zoned land.

To maintain a sense of separation, larger rural lifestyle lots are retained between Alexandra and Clyde and in existing rural residential areas.

WHAT DID THE COMMUNITY THINK?

Respondents who preferred Option 3 wanted rural and productive land to be protected, open spaces around towns to be retained for recreational activities, and clear town boundaries. They liked the potential for sustainable living possibilities that this option offered, and the variety of housing types it would provide. Respondents commented on the need to retain walkways, parks and sports fields, and for housing developments to be well-designed, including reflecting a rural feel and Clyde’s heritage character.

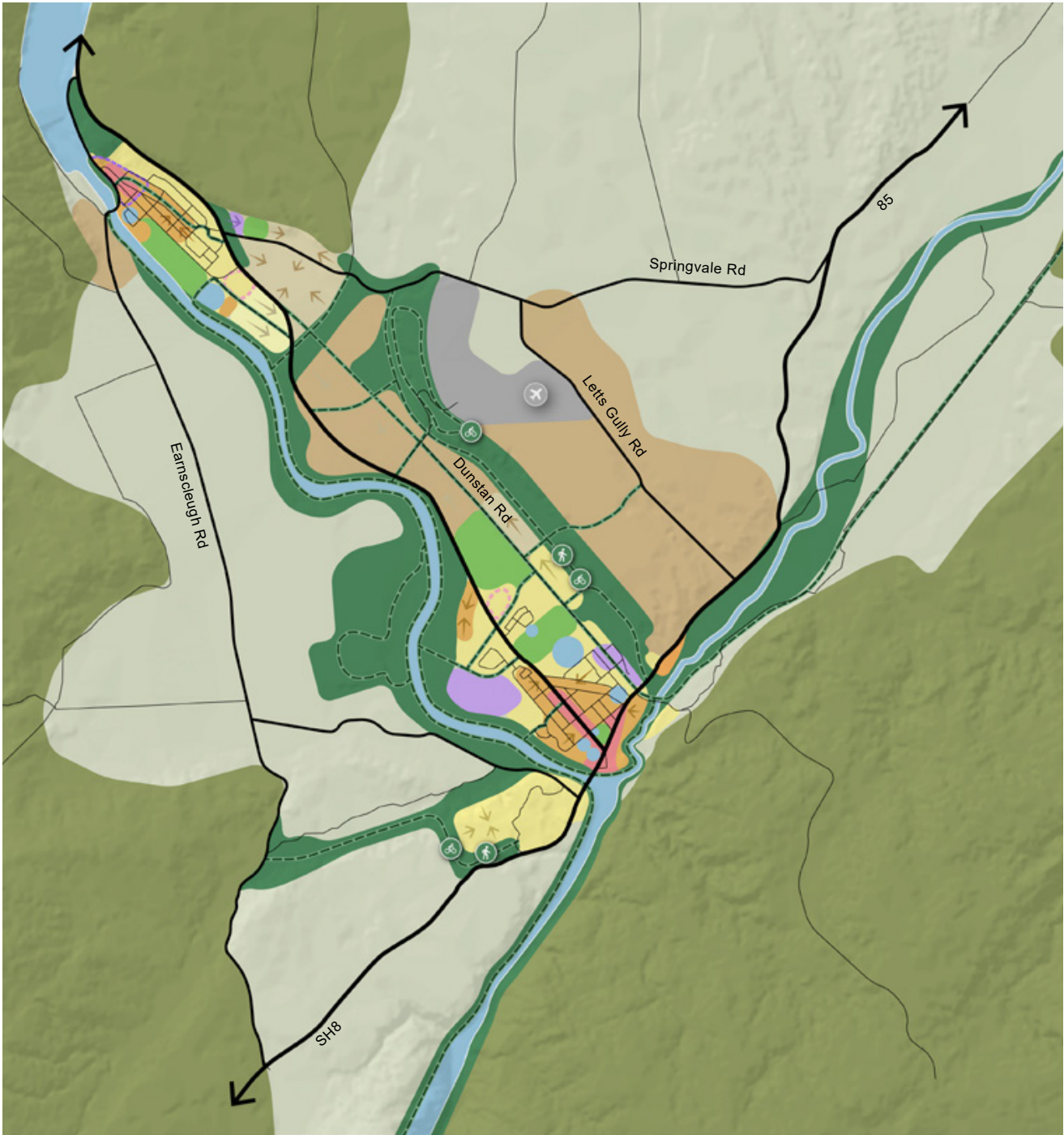
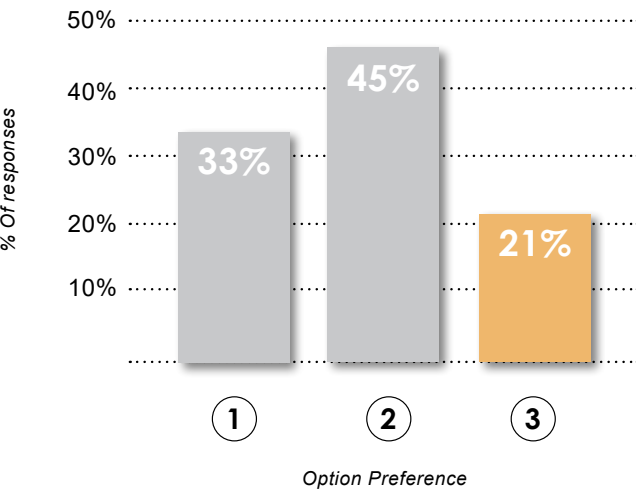


Figure 13. Draft Alexandra - Clyde Spatial Plan Option 3

STEP 6: COMMUNITY FEEDBACK

DECEMBER 2020 - FEBRUARY 2021

OMĀKAU / OPHIR

In Omākau, the draft plan suggested expanding residential areas along existing roading corridors. It proposed replacing existing industrial land with retail, medium density residential and retirement living.

Ophir's existing urban boundaries would not change under the draft plan, and the heritage precinct would expand to include the entire urban-zoned area. Off-road accessways would extend to connect Omākau and Ophir and link natural open spaces. Entrance ways would be improved.

WHAT DID PEOPLE THINK?

Respondents who supported the draft plan liked the proposals for more walking and cycling opportunities and for a community hub. They felt the plan supported Omākau's rural feel, Ophir's heritage character and the community's potential to grow. Some wanted Omākau's retail area to expand and for the inclusion of an appropriate location for the town's industrial area.

Respondents who were unsure about the draft plan supported the retail area, encouragement for increased housing densities, and more walking and cycling tracks. They were however unsure about the impact on current businesses if industrial land was rezoned without an alternative industrial area being established.

The 13 per cent who didn't like the draft plan were concerned that an adequate industrial area has not been provided for.

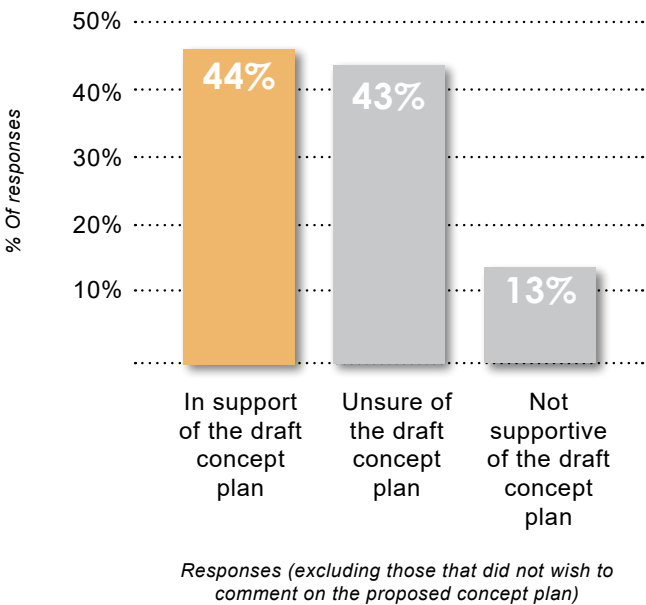


Figure 14. Draft Omākau - Ophir Spatial Plan

COMMUNITY FEEDBACK ON
DRAFT SPATIAL PLAN

ALEXANDRA AND CLYDE DRAFT SPATIAL PLAN

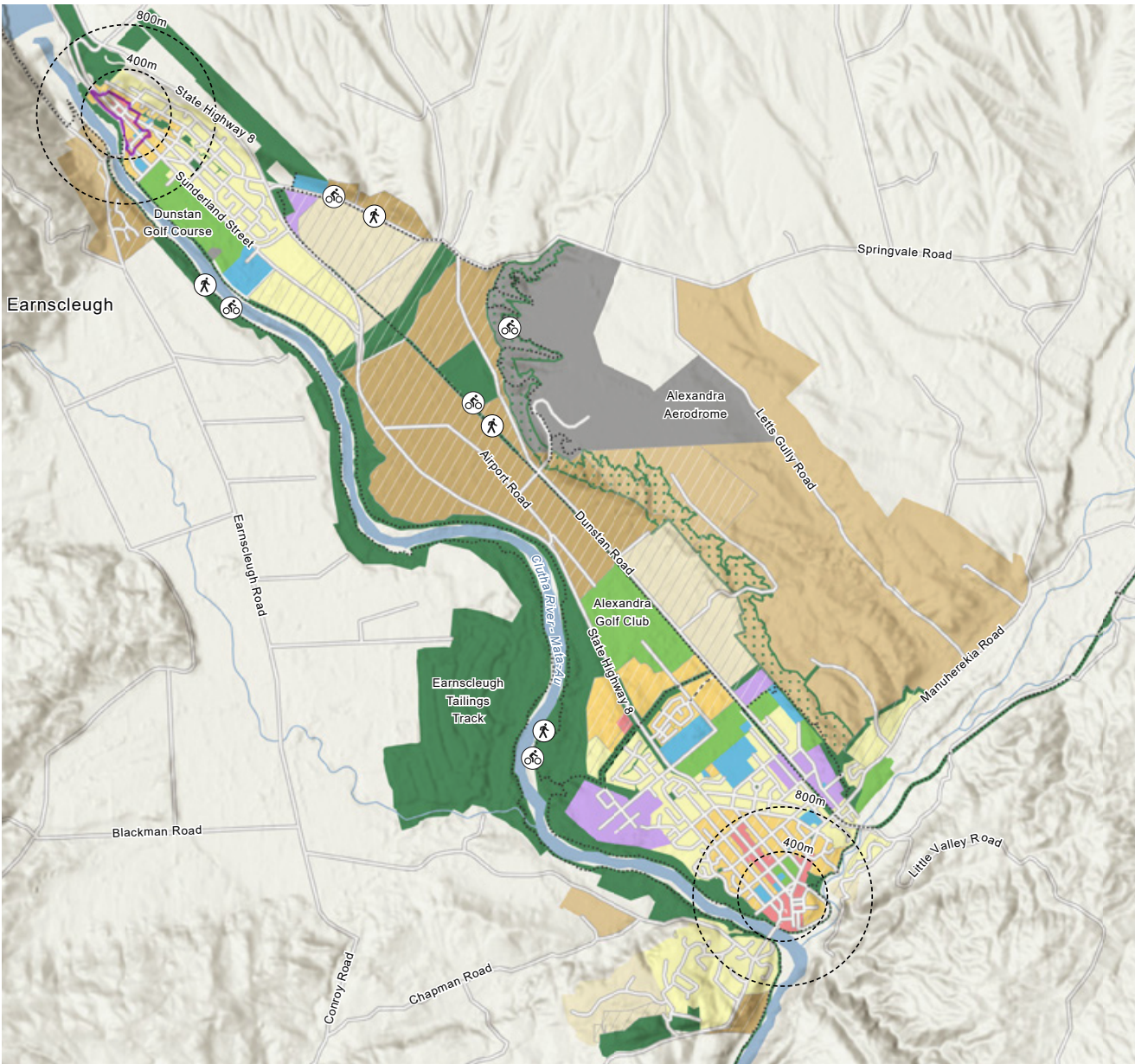


Figure 15. Draft Alexandra - Clyde Spatial Plan

OMĀKAU AND OPHIR DRAFT SPATIAL PLAN

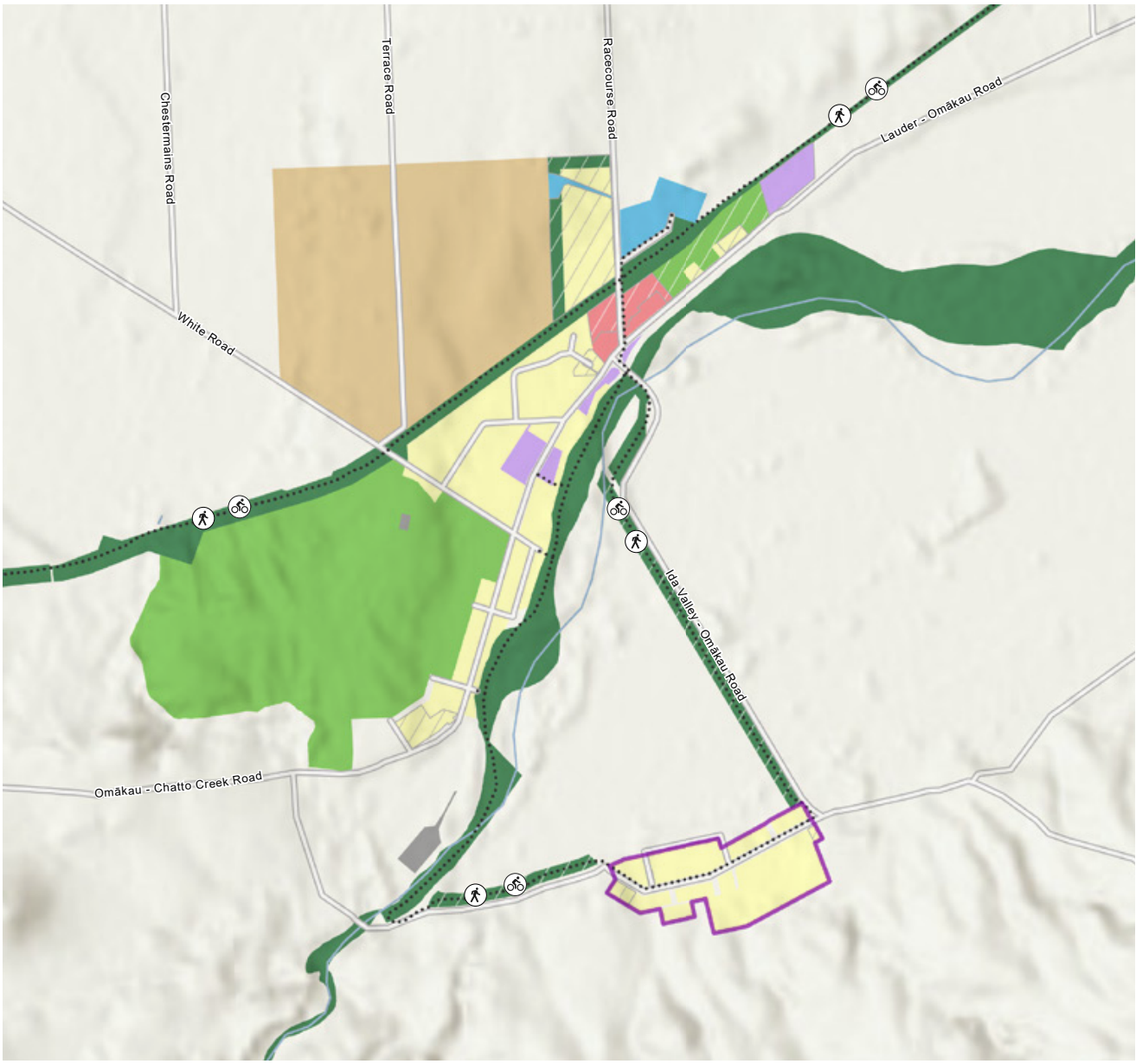


Figure 16. Draft Omākau - Ophir Spatial Plan

STEP 7: CHECK IN WITH COMMUNITY

AUGUST - SEPTEMBER 2021

Advice and feedback from planning and design consultants, stakeholders and the local community shaped the development of proposed Spatial Plan maps for the Vincent Spatial Plan. These then went back out to the community to check that we had interpreted people’s feedback accurately. The What Do You Think? Draft Vincent Spatial Plan community survey asked people to rank each Spatial Plan map on how effective they thought it was at meeting the needs of the community into the future. They could also provide commentary on their ranking if they wanted. The survey ran between August and September 2021. A total of 144 survey responses were received, plus several letters and emails.



To read the full summary of community feedback:

<https://www.CODC.govt.nz/your-council/project-updates/vincent-spatial-plan>

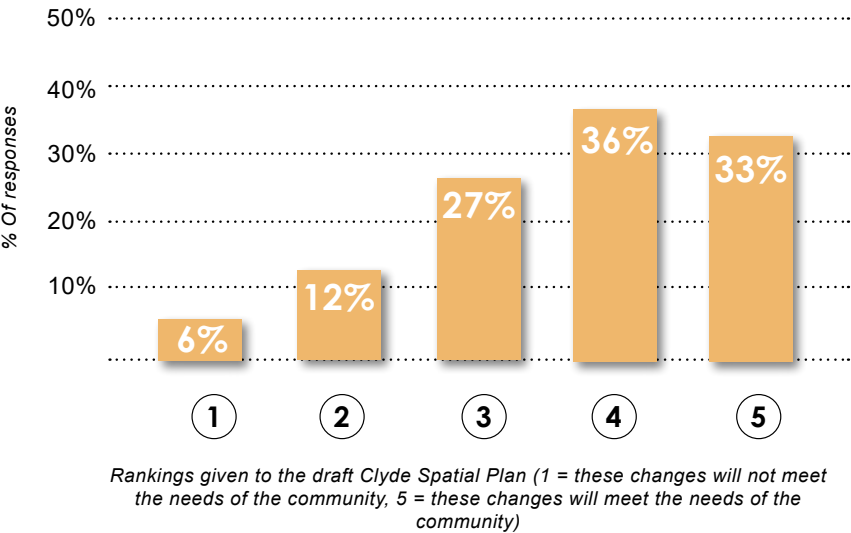


WHAT DID THE COMMUNITY THINK?

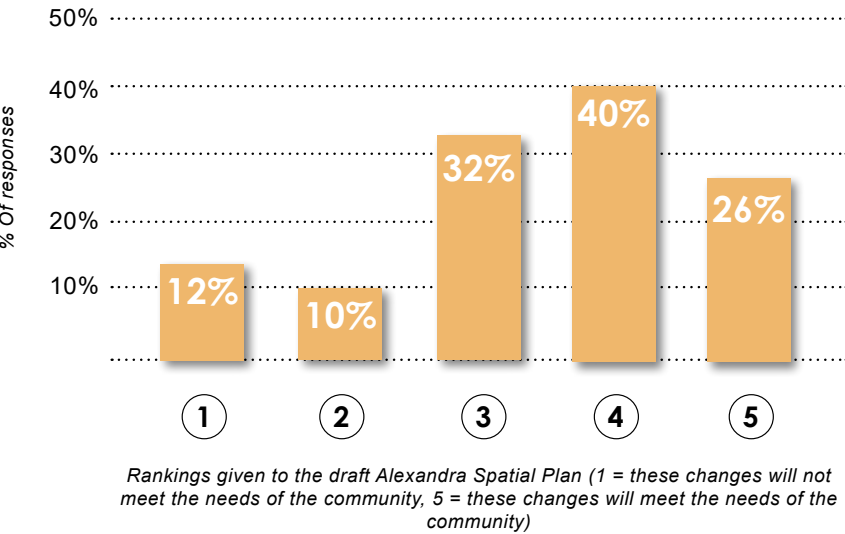
In general people were supportive of the draft Spatial Plan maps. Across all four Spatial Plan maps, over half of the respondents ranked the plans as a 4 or 5 on the 5-point ranking scale (suggesting that they agree the changes will meet the future needs of the community), and between seventy-six and eighty-five per cent of respondents ranked the maps between 3 and 5.

Respondents liked the provision for growth, the mix of section sizes being allowed for, and the green spaces and corridors identified. Comments relating to what people disliked about the Spatial Plan maps included discontent with the recommended section sizes in specific areas, uncertainty about future land use in areas zoned as amenity buffers, and concern that infrastructure (water and wastewater services) will meet future growth needs. Some respondents also noticed that two existing open space reserves in Clyde township had not been included in the Clyde Spatial Plan map.

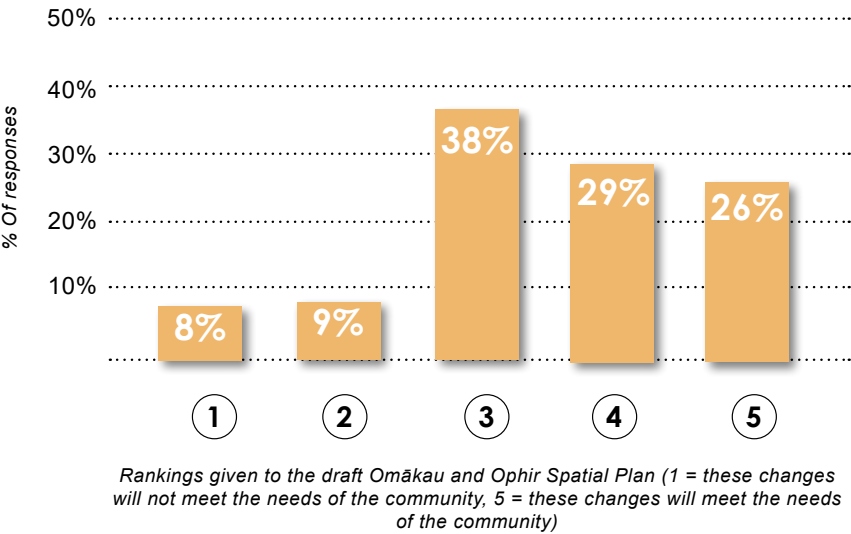
CLYDE



ALEXANDRA



OMĀKAU / OPHIR





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